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CLOUDY.
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August 28, 1918. Temperature 6 a.m. 78 3 p.m. 81
Humidity " 91 " 83

August 28, 1917. Temperature 6 a.m. 80 3 p.m. 87
Humidity " 94 " 69

8032 日二廿月七

WEDNESDAY, AUGUST 28, 1918.

三拜禮 號八廿月八英港

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REUTER'S TELEGRAMS.

ALLIES STILL PUSHING FORWARD.

HOW THE GERMANS WERE SURPRISED.

HINDENBURG LINE THREATENED AT MANY POINTS.

London, August 28.
Reuter learns that the British have captured a suburb of Bapaume, Avenue-Bapaume, and also Cappy, south of the Somme and Suzanne, north of the Somme. They have reached the western outskirts of Thillois. An unconfirmed report states that we have reached Montauban on the western outskirts of Longueval.

Great Gain of Ground.

London, August 28.
The latest evening news of the battle indicates that progress is being maintained. The position south of Bapaume is much more fluid than on the north, where resistance is stiffening.

It is significant that during the four months of the Somme battle in 1916 we captured forty-four square miles of territory, while from the 21st to the 25th inst. 116 square miles were regained.

Germans Rudely Surprised.

London, August 28.
Reuter's correspondent, writing from British Headquarters at noon, states:—This morning's attack east of Arras carried our battle flank to the Scarpe at a moment when the eyes of the Germans were nervously turned elsewhere. Consequently the enemy was rudely surprised when, in the equally and clouded moonlight, dense British waves swept forward after only brief artillery firing. Heavy wastage has been caused during the last few days by the transfer of reserves from this region towards the Bapaume sector. This morning's attack progressed most favourably, and, at the moment of telegraphing, is going well. Comparatively few prisoners have at present come back, but this does not convey any indication regarding the character of the fighting.

Canadians and other Britishers carried Monchy le Preux. South of the Somme, movement during the past twenty-four hours has been more restricted, but it has been intensely active, especially on the part of the Germans, who have failed in numerous counter-attacks and are unable to arrest our progress where we are determined to push it. By storming Favreuil last evening, we have drawn a half-circle round Bapaume, the exit from which is now closed save toward the Cambrai road. Our airmen report that the town is deserted, but undetected machine-guns may be concealed among the ruins. Anyway, the Germans are certainly denied the use of this important centre of communications.

This morning the Australians apparently captured Suzanne and Cappy and approached within ten miles of Prouvaux. The Welsh troops, who penetrated Mametz wood yesterday belonged to the same Division which took this place in a fierce fight in July, 1916, while the capture of Miraumont redounds as a very fine feat to the credit of the East Lancashire.

Touching enemy casualties, official figures show the terrible gruel to which the enemy has been subjected. Some battalions have been reduced to a hundred men and some even to fifty. The old animosity between infantrymen and artillerymen broke out in the prisoners' cages, where the infantry accused the artillery of ignoring barrage signals and charged them with withdrawing the guns to safe distance during the heat of the battle.

A most stirring story reaches me of the splendid courage of the King's Company of Grenadier Guards. The latter were suffering heavily from artillery fire when they were attacked by masses of Germans. The Guards fired bayonets and charged round the Germans, of whom seventy-one were slain.

More French Captures.

London, August 27.
A French communique states:—On both sides of the Aisne we carried out two local operations, enabling us to capture Fresnoy les Roys and St. Maré. Despite the lively resistance, we captured six hundred prisoners. In the Voeges, we repulsed several attempted coups de main.

Franco-Canadian Amity.

London, August 28.
Reuter's correspondent at the French Headquarters states that at a certain portion of the line, a Canadian Regiment, thirty per cent of whom spoke French, were hard pressed by the enemy strongly posted in a wood. They appealed for assistance to a French Regiment on the flank, and the latter immediately attacked and turned the position. The French shortly afterwards were similarly held up and appealed to the Canadians, who also immediately attacked and saved the situation. The two Regiments in the evening met and bivouacked together.

Hindenburg Line Threatened.

London, August 27.
Now that with the exception of fierce local reactions the Germans have apparently abandoned their efforts to hold up the Allies in open warfare, interest centres in the Hindenburg Line, in which the Germans still have the greatest faith, although it is already threatened at different points.

General Mangin, from the south, is held by formidable positions in the forest of St. Gobain, in front of Laon, but the country behind Chaulnes, Roie and Noyon is likely to greatly embarrass the retreating Germans, while General von Boehm's Armies have to face the awful ordeal of the water-logged ground of the Somme, where every bridge is commanded by the Allies.

A notable feature of the developments is furnished by the growing number of German semi-official statements, of which the burden is that "the enemy having failed to achieve his objectives, we retired according to plan."

THE MACEDONIAN FRONT.

London, August 28.
A French Eastern communique states:—There was great artillery activity in the region of Lake Doiran and on both banks of the Vardar in the neighbourhood of Roama.

REUTER'S TELEGRAMS.

THE WAR IN THE AIR.

Operations on the British Front.

London, August 28.
Field Marshal Sir Douglas Haig, reporting on aviation, states:—Lowfliers on the 25th inst., continued to harass the enemy by bombs and machine-guns. We dropped thirty-two tons of bombs on railway junctions, including Cambrai, Valenciennes, damps, and Bruges Docks. We also successfully bombed an aerodrome. We brought down twenty-five aeroplanes and drove down thirteen uncontrollable. Five British machines are missing.

More Raids on Germany.

London, August 27.
The Air Ministry reports:—On the night of August 25-26, we successfully attacked a railway station at Frankfurt and chemical factories at Mannheim. Very good results were obtained at Frankfurt: We dropped two tons of bombs on factories at Mannheim, causing fires and explosions. The machines flew through heavy thunderstorms. Other machines dropped four tons of bombs on a hostile aerodrome with good results. All our machines returned.

THE ALBANIAN CAMPAIGN.

London, August 28.
A French communique states:—In Albania the Austrians twice attacked the Franco-Italians in the region of the confluence of the Devoli and the Tomotice. The French repulsed both and subsequently slightly withdrew to the left wing in order to maintain contact with the Italians.

London, August 27.
An Austrian communique states:—In Albania we recaptured Fiers and Byra.

EARLIER TELEGRAMS.

THE ADVANCE IN FRANCE.

Another British Attack.

London, Aug. 26.
Field Marshal Sir Douglas Haig reports: Our troops at three this morning attacked in the Scarpe sector. Good progress is reported. On the southern battle-front we slightly advanced our line astride the Scarpe and by a successful operation carried out on Sunday progressed in the direction of Maricourt. The enemy on Sunday evening launched strong counter-attacks southward and northward of Bapaume, and in the neighbourhood of Eaucourt l'Abbaye and Favreuil. The attacks were repulsed. Northward of Favreuil we met the enemy with the bayonet, inflicting heavy casualties and taking prisoners. Another counter-attack later in the evening in the latter neighbourhood was unsuccessful. Favreuil is in our hands and we progressed beyond the village. We improved our position south-eastward of Mory and westward of Croisilles. Heavy rain is now falling on the battle-front.

More Captures.

London, Aug. 26.
The British advanced two miles on a front of four miles in the Scarpe sector and are reported to have captured Monchy-le-Preux, Guemappe and Wancourt.

The New Line.

London, Aug. 26.
Reuter learns that the line runs through the following, which are in our possession: Monchy-le-Preux, Wancourt, western outskirts of Croisilles, St. Leger, Mory, Favreuil, Butte-de-Warlecourt, Eaucourt l'Abbaye. We are fighting south and east of Martinpuich and west of Bazentin-le-Petit. We have captured Carnoy.

Artillery Actions.

London, Aug. 27.
A French communique reports lively artillery actions during the night in the regions of Roie, Beauvignies and between the Ailette and Aisne. Enemy raids in the Voeges were repulsed.

Bad Weather.

London, Aug. 26.
Reuter's correspondent at British Headquarters reports to-day: The pace of the advance on the Somme battle-front is slackening, owing to increasing resistance, especially towards Bapaume. Here and at other main points the enemy is now more heavily counter-attacking. Boisterous weather with heavy rain squalls is also mitigating progress in country which so rapidly transforms into mud and pools.

New Zealanders, with tanks helping, had a stiff fight in clearing out the enemy from Loupart Wood, dominating Bapaume; but eventually they reached the crest, imprisoning over four hundred. A most significant fact of the present disorganisation of the enemy is that there was practically no counter-attacking to-day. Stubborn resistance occurred at various points, but when this was broken it nowhere recurred with increase of strength.

German Anxiety.

London, Aug. 26.
Reuter's correspondent at American Headquarters, writing on the 25th, says: The Germans are fighting desperately for possession of the important plateau north-west of Soissons and south of Ailette knowing that as soon as we obtain the plateau as far as the St. Quentin road not only will their line on the right bank of the Vesle be endangered, but Chemin-des-Dames itself will risk being outflanked. While opposing a determined flank to the American front on the Vesle they are speculating uneasily regarding the employment of the big American reserve which is piling up. The German papers show that they are troubled by the knowledge that sooner or later somewhere or other they must face the attack of half a million of the best troops in the world, the young and virile American army. Ludendorff knows that though his front for so many miles is retreating he has not yet had to meet the main blow which his adversary is still waiting to deliver when the appropriate moment and the wind-side spot are reached.

EARLIER TELEGRAMS.

THE ADVANCE IN FRANCE.

Austrian Troops Helping Germany.

Paris, Aug. 26.
A semi-official message states that Austro-Hungarian units have appeared south of Verdun, showing that Austria-Hungary is now lending Germany infantry as well as artillery.

The British Casualties.

London, Aug. 26.
It is reliably estimated that the casualties of the British Third and Fourth Armies between 21st and 25th August total 23,500.

Breaking the News.

Amsterdam, Aug. 26.
The von Stein interview called yesterday is but one of a series of apparently inspired articles in the German press recently, breaking the news of the failure in the west to the German people and generally indicating that Germany must once more remain on the defensive in the west while trying to consolidate her gains in the east. In the course of his interview von Stein referred to rumours being circulated in Germany such as that after the Rheims offensive important commanders fought duels or committed suicide, coupled with much talk of treachery and desertions. He mentioned a leaflet circulated among German soldiers which was signed "In the name of Americans of German origin, the Union of Friends of German Democracy, New York, March 1918," exhorting the soldiers to overthrow the German Government and thus atone for its barbarism and treachery.

Fighting for Germany's Life.

London, Aug. 26.
The "Kölnische Volkszeitung," which is practically a semi-official newspaper, referring to the great battle, implores the German people not to despair. "It is no longer a question of Belgium or Alsace Lorraine. We are fighting for Germany's life. Let us act like men."

Triumph in Sight.

Paris, Aug. 26.
Replying to congratulations on the Allied successes from the Presidents of the Departmental Councils General, M. Clemenceau telegraphed "We still see only the first sheaves of the harvest of unimaginable rewards. Our triumph is in sight."

No Surrender.

Paris, Aug. 26.
A Havas correspondent on the British Front says:—General Byng's most important feat was the capture of Thiepval, which led to the taking of Miraumont. When the first handful of British penetrated Miraumont the Germans called out "Surrender." The British replied "We don't think." An airman dropped them a message as follows:—"Hold tight. We are coming to your rescue." A quarter of an hour later they were rescued and the Germans were captured.

ECHO OF LUSITANIA DISASTER.

New York, Aug. 26.
Judge Mayer, of the Federal Admiralty Court, has decided that the Cunard Line is not liable for loss of life and property by the destruction of the Lusitania. His investigations during the twelve-month have conclusively proved that the "Lusitania" was never armed and was not carrying explosives. He paid a tribute to the conduct of Captain and crew throughout the disaster.

A ROYAL BETROTHAL.

Amsterdam, Aug. 26.
An official message from Munich states that the King of Bavaria has announced the engagement of Crown Prince Rupprecht and Princess Antoinette of Luxembourg.

PEACE BY VICTORY.

Springfield, Ill., Aug. 27.
Colonel Roosevelt in a speech called for stern prosecution of the war and insistence on peace by a complete and overwhelming victory.

RETURNED FROM ENGLAND.

London, Aug. 27.
Reuter's correspondent at an Atlantic port on the American side telegraphs that Sir Robert Borden and party and also Mr. Hoover have arrived.

DUTCH LUGGERS TORPEDOED.

Amsterdam, Aug. 26.
A German submarine has sunk seven Dutch luggers off Ymuiden.

PROFITEERING IN SPICE.

London, Aug. 27.
The "Daily Chronicle" understands that profiteering in spices is engaging the attention of the Food Ministry.

THE SILVER MARKET.

London, Aug. 27.
The silver market is quiet.

GOAL OF EDUCATION.

University and Industry.

Mr. E. H. Cook of Bristol, in his presidential address at the annual meeting of the Association of Education Committees of England and Wales, held in Oulton Hall, Westminster, recently, said that the second Education Bill was undoubtedly better than the first, and the association was to be congratulated on the part it had taken in bringing about the improvement. The position of Part 3 authorities in regard to secondary education was one which as educationists they could not tolerate. He suggested that the Board of Education might call a joint conference of county and Part 3 authorities to find agreement, and in discussion of the subject the association would give every assistance.

One of the greatest difficulties in our elementary education was the provision of teachers. A decline of 800 in the number of persons presenting themselves as intending teachers in 1918 as compared with 1916 was a serious state of things. Substantial increase in salaries was an important factor in bringing about an improved state of affairs, but so far as mere moneymaking was concerned teaching was and would remain a poor business. There ought to be some compensation for the financial sacrifices teachers were called upon to make, and the public and education committees should be educated to give the teaching profession a higher social position than they now held, as was done with teachers of religion, who were, financially, even worse off. To provide for requirements in the near future relaxation of restrictions as to qualifications would be inadequate. Good natural teachers requiring little or no training existed, but not in sufficient numbers, and possibly a small number of discharged sailors and soldiers would be available.

Scholarships should be given only as a mark of merit, and selection should be absolutely impartial and unhampered by extraneous restrictions. He put in a strong plea for travelling scholarships. There was need for closer connection between the various parts of our educational machinery and especially was this the case with the Universities. These should be in fact, as they were in theory, the head and ultimate goal. There must be a closer connection between industry and University; the old exclusiveness must be broken down. In every University a body of scientific observers and experimenters should be closely in touch with large employers. It ought to be quite as easy for a man to take a degree in commerce as in arts or science, and a course of study in which modern languages should have a prominent place could be drawn up which would attract men destined for a business career. The presence in councils and senates of a proportion of hard-headed, non-sentimental, business men capable of looking at life from a standpoint other than that of the cloister or library would introduce a leaven of everyday thought into University control which in some instances was sadly lacking. (Hear, hear.)

A resolution was passed expressing regret that Clause 10 of the Bill, which made provision for the continuation of the education of young persons up to 18 years of age, had been so materially weakened in Committee that the value of the Bill was seriously impaired. The resolution authorised the Executive Committee to take any steps they might deem necessary to protest against alterations, which in their judgment would reduce the value of the Bill. On the motion of Colonel Raleigh (Barnesley), a resolution was carried urging the Board of Education to calculate the grant for each year on the basis of the expenditure of the previous year.

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GENERAL NEWS.

A Well-Known Soldier.
Lieut.-Colonel T. B. Tata, Welsh Regt. attached to the Bedfordshire, has been appointed a group commander of a Chinese Labour Corps. He served in the China Expedition, 1900, including the relief of Peking and Tientsin (medal with clasp), was attached to the Japanese Army in Manchuria during the Russo-Japanese War, 1904-5 (Japanese War Medal, Order of the Sacred Treasure, 4th Class) and the present war, in which he has been mentioned twice in despatches and promoted lieutenant-colonel.

Helping War Charities.
The *Manchester Daily News* reports that Mr. E. G. Parlett, ex-British Consul at Tientsin, who left on August 1 for his new post in Tokio, had been asked several times by his foreign friends to be their guest at a farewell dinner, but, while appreciating the honour, Mr. Parlett asked to be excused and expressed his wish that the cost of such functions be contributed to a war charity instead. Acting on this suggestion, a sum of £176 was collected and handed to Mr. Parlett, who forwarded it to London to the Prisoners of War Fund.

Gift to the Welsh National Library.
Major Lewis J. Mathias, D.L., of Bronpadarn, Aberystwyth, has sent to the librarian of the National Library of Wales a cheque for £500, in accordance with his promise reported to the Court of Governors recently, for the purpose of defraying the cost of the installation of the apparatus for reproducing facsimiles of manuscripts, rare books, &c. In accordance with the charter, Major Mathias by his donation becomes a life governor of the National Library, and his name has been entered on the roll of life governors.

Speedy Railway Building.
In the presence of French Premier M. Clemenceau, a railway line has just been inaugurated which has been added to the northern railway system of France. It necessitated laying 210 kilometres of main or secondary rails, with a double set of rails in view of bearing the intense traffic. It comprises two important bridges and involved the construction of a tunnel 365 metres in length and embankments representing 800,000 cubic metres of earth. The plans and execution took less than a hundred days. (Have). The first regular air post in France is to be established between Paris and St. Nazaire, with stopping places at Le Mans and Nantes. Including stoppages five hours will be allowed for the four hundred kilometres journey.

Captain Drowned.
According to a Press dispatch from San Francisco, Captain Yamamoto Yoshio, of the O.S.K. Canada-maru, which recently stranded, fell overboard while the steamer was proceeding to Seattle to be dry-docked for repair. There are suggestions that the Captain committed suicide. According to a dispatch received by the Oaka Shosen Kaisha a few days ago Captain Yamamoto shot himself in his cabin on the morning of the 7th instant when the ship was approaching the dry-dock at Seattle, and then jumped overboard. He left two letters for the steamship company and his family. It is believed that the suicide was due to his sense of responsibility for the recent accident to his steamer.

Food Destroyed.
Remarkable revelations were made at the Liverpool City Council recently as to the quantity of food it had been found necessary to destroy during last month. Alderman Muirhead (chairman of the Health Committee) stated that there had been condemned and destroyed 20 tons of fish, poultry, and rabbits, 101 tons fruit and vegetables, 15 tons of beef, mutton, &c., 9,722 eggs, and 8,784 lb. of cheese. The fish and fruit had become mouldy through railway transport delay; 75 per cent of the mutton was diseased, and the remaining 25 per cent, together with the cheese, was either eaten or sent to the glue factory. In consequence of the strike of the dockers, the quantity of food was reduced to a minimum.

GENERAL NEWS.

Society of Friends.

Close upon thirty influential members of the Society of Friends have signed a statement in which they say: "We feel bound to dissociate ourselves completely from the decision arrived at by the yearly meeting of the Society when it endorsed the action taken by the Service Committee of the Society in printing and publishing an uncensored leaflet contrary to the Defence of the Realm Regulations. As loyal and law abiding citizens, we recognise that under circumstances in which our country is now placed some limitation of our civil liberties is inevitable, and should loyally be acquiesced in by all sections of the community."

A Zebrugge Hero.

The Maritime Marine Service Association Journal contains particulars of the death of a "hero of the Zebrugge Operations," Lieut. Geo. Spencer, R.N.R., D.S.O., third son of the late Rev A. Spencer of Liverpool, who died at Gillingham hospital on April 23rd of wounds received in the Zebrugge Raid. Lieut. Spencer was an officer of the White Star line until the outbreak of war, when he was transferred to the R.N.R. and given command of a destroyer on the China Station, which destroyer was afterwards stationed at Singapore, where Lieut. Spencer was well known. He came out here at the end of 1915. Last year he was awarded the D.S.O. in recognition of services rendered in action with enemy submarines and was torpedoed in the Irish Sea only a few months before he embarked on the glorious adventure which led to his name being placed on the Roll of Honour, "propatria mori."

A "Boost" for Kobe.

Kobe is getting a boost in the English papers, which quote from the Daily Mail some of the dispatches sent from Japan by Mr. Bernard Falk, the special correspondent in the Far East of that journal. So far as the correspondent has been able to judge Japanese intentions after the war, Kobe is to be the Liverpool of the Far East and Seoul the Paris of the Far East. His advice is to watch all moves at Kobe. It is very important to digest the meaning of the decision of the Nippon Yasan Kaisha to go to Europe from Kobe direct instead of stopping first at Yokohama. With Japan becoming rapidly industrialised, the relation of Kobe to the industrial areas increases its importance. Mr. Falk also sent a long cable about the naikin in Kobe (though several Tokyo and Osaka millionaires are included), and concluded by remarking that "the feeling of some political observers is that it would have better for Japan had the wealth created by the war been wider distributed instead of flowing into the hands of 50 or 60 individuals."

City's Art Treasures.
The annual report of the Manchester Art Gallery Committee gives the estimated value of the central gallery as \$227,900. The value of the bequests received during the year exceeded \$29,800. The chief event mentioned in the report was the exhibition of the collection of oil paintings and water-colour drawings bequeathed to the city by Mr. J. T. Blair. Other gifts include the bequest by Mr. James Graham of 20 oil paintings and water-colour drawings and Mr. Leicester Collier's bequest of a collection of Oriental and Western porcelain and a group of oil paintings and water-colour drawings by Frederic Shielde. The Committee say they "wish to insist once more on the fact that the bequests, gifts and loans referred to cannot be given the accommodation which they deserve without displacing large sections of the permanent collection, for which no room can be found owing to the very inadequate accommodation provided by the existing galleries." The report mentions that the annual grant has once more been suspended, and that no works of art have been purchased out of the balance of the previous grants, in spite of the large number of opportunities which have occurred of obtaining desirable acquisitions on very advantageous terms.

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THE OPENING UP OF KIANGSI.

Motor Launch Enterprise on the Kian.

The Kiangsi correspondent of the N. C. Daily News writes:—
The New World is the name of a handsome motor launch which passed down the Poyang Lake a few days ago. This boat has been constructed at Nanch'ang and fitted with motor engines from Shanghai. It is built of wood, has no masts and no funnel, is painted white and has three decks. We could not understand this strange new craft appearing for the first time on the Poyang Lake. The new boat looks graceful enough but seems decidedly top-heavy. Built of wood, it rests lightly on the water and painted white has quite a holiday appearance.

It is a shallow draft launch and has been specially built to manipulate the rapids above Kian. The New World is one of two motor launches built at Nanch'ang to run between the capital and Kanchow, a distance of 960 li. The merchant may now travel from Kiangsi to Kanchow by launch with only one change at Nanch'ang. The journey is usually done in three stages, namely Kiangsi to Nanch'ang 480 li, Nanch'ang to Kian 480 li, Kian to Kanchow 480 li.

The opening up of the Kan river as far as Kanchow is undoubtedly a great enterprise. Steam-launches have been running for several years as far as Kian, 480 li above the capital. I believe a gunboat and an oil company's steamer have been as far as Kanchow, but this is the first attempt at a regular motor launch service. The 480 li between Kian and Kanchow is one long series of rapids; something like, but not so stupendous, as the Yangtze above Ichang. The journey up river between Nanch'ang and Kanchow, if the wind was unfavourable, occupied more than one month. The motor launch now brings the journey down to a few hours.

One of the most populous and opulent parts of Kiangsi is now linked up with Kiangsi. The large stretch of country lying between Kuangtung and Kiangsi and the immense forests that cover this side of the Melling Range are now within two days travel of the Yangtze. This will undoubtedly facilitate trade and open a wide field for industrial enterprise.

Steam-launches are slowly but surely opening up the waterways of Kiangsi. Loping, the great indigo centre, has now a steam-launch connection with Kiangsi. In high water steam-launches travel up the Kuang River as far as Anren.

The old days of slow, tedious, oriental, romantic travel are now passing away and Kiangsi, like other provinces, is now "all by wheels, all by steam."

Robbed British Consul-General. A Chinese charged originally with breaking into the premises of the T.E.M., was brought up at Shanghai Mixed Court on an additional charge of stealing \$17 in money and a gemstone watch, valued at \$30 the property of Sir Everard Fraser, B. M. Consul-General, at H. M. Consulate General. Evidence was given by the police that the watch had been recovered, but while admitting the second charge the defendant denied the first and was remanded for further inquiries to be made.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 28, 1918.

GERMAN "COLONISATION"

Judging from the recent enemy declarations in regard to future colonisation, the Germans must either be the biggest hypocrites or the most hopeless fools on earth. We incline to the former view. Some little time ago, Herr von Kuehlmann announced to the world that the Germans desire to have overseas possessions "corresponding to their greatness, wealth and proved colonial abilities." Then came the recent statement by Dr. Solf that Germany desires a settlement of the colonial question corresponding to the merits which European nations have shown in the protection of coloured races entrusted to their care, and the same statesman's declaration that Germany has a moral right to be a Colonial Power because of her respect for the humanity of the coloured races. Dr. Solf also asserted that Germany could colonise just as well as Britain.

When we take asseverations of this type and look at Germany's colonial record and ambitions, we may well marvel at the effrontery of the latest German demands. We know very well what the German conception of colonisation is—the exploitation of a country's wealth solely for the purpose of benefiting Germans, and the imposing of slavery on subject races with that end in view. The Kaiser once declared that Germany would conquer India, and he added, "the vast revenues that the British allow to be taken by Indian Princes will flow in a golden stream into the Fatherland." That is the real, unadulterated German idea of colonisation. If we pass from intentions to actualities, we shall find that the Germans with their "proved colonial ability" have treated their colonies as they have treated Belgium and Northern France. In every case they have forced the inhabitants to labour at the despoiling and exploitation of their own country. They forced the unfortunate natives of Togoland and the Cameroons to harvest the wealth of those lands for the benefit of the Germans. It was slavery in all but name. The natives were torn from their homes and fields, herded together in barracks, and forced to work for the white man on roads and railways, at docks and in plantations. They had no choice in the matter. They were obliged to put in so many days forced labour for very small pay or be flogged. The usual result happened: between hardship and disease the population began to dwindle, the survivors fled to the most remote and inaccessible refuges, and the Germans once more found from experience that forced labour, though apparently cheap, is in reality most unprofitable. The wealth of the Cameroons has not as yet flowed in a golden stream to the Fatherland. Forced labour was aggravated by cruelty, not the occasional cruelty of an ignorant settler suffering from momentary irritation, but cruelty as part of thorough-going Teutonic policy. The pious German beat the native because he was a native, and he also flogged the native chiefs for the shortcomings of their villages, a proceeding that shows the German's sheer ignorance of how to manage the native. The African negro has no high moral or humanitarian views on the subject of corporal punishment—no more than the average schoolboy, and, like the schoolboy, he will inflict beatings much more severe than those his masters are allowed to inflict by law; but the German use of flogging was beyond all bounds. The most fendish ingenuity was expended on it. The German Colonies were known to the natives of neighbouring and happier territories as "the thirty-niners," from the official number of strokes; but if the officer in charge thought that they were not laid on with sufficient severity, the full count was often begun over again. There were cases of beatings that exceed anything reported from any other quarter of the globe.

The present war has brought a fresh outbreak of killings. British troops in German South West Africa found natives hanging in batches, and some ghoulish photographs have been made public. A British naval officer, whose ship was at the Cameroons early in the war writes: "The ship's doctors were kept busy patching up these wretched victims of German Kultur, and let us disabuse our minds of the notion that the medieval practice of inflicting torture on human bodies has been stamped out by the march of civilisation, for these natives had been literally tortured until the mere sight of them was enough to turn one sick." These are the merest fragments of a record of rapacity and murder, lust and calculated cruelty, which throws a damning light on the German claim to proved colonising ability, and which also gives one of the reasons for the insistent demand that the Germans must on no account be allowed to retain their colonies.

Good News.

The news coming through from the main theatre of war is still of a most cheering character. Apart from the actual achievements of both the British and the French Armies, there is promise of even better and larger developments still. Our troops are giving the enemy a most worrying time, and the German anxiety must be increased rather than diminished by the fear of heavier blows where he least expects them.

Experts are of opinion that the "real offensive" of the Allies is yet to come, and there is some reason for thinking thus, for we cannot regard the present operations, important as they are, as mere isolated efforts having no distinctive bearing on the general situation. Rather it is likely to be the case that they are all designed as complementary parts of a bigger scheme which, if carried successfully through, will bring us appreciably nearer to that victory towards which all our efforts are being directed. In this regard we must not forget that the Americans, though at the moment not prominently in the picture, are engaged on important strategic tasks, and we can well believe, as one of the messages expresses it, that the enemy is sorely troubled by the fact that sooner or later, somewhere or other, he will have to face the half a million of fresh, vigorous American troops who will be thrown in at the opportune moment at a vital spot.

Dark Days.

The present is assuredly a dark moment for the Germans. They are giving up points of the greatest possible value on the battlefield, and they can no longer hide unpleasant facts from the people. When a semi-official German paper admits that "we are fighting for our lives," when military commanders can no longer trust the Alsatians, when the War Minister mentions rumours of German commanders fighting duels or committing suicide during the retreat and at the same time talks of treachery and desertions, there is scarcely need to emphasise the point that things are looking pretty black for the enemy. All the time, too, the Allies are gathering up their strength and in the operations which they are carrying through they are adopting tactics which, while achieving the objective, are bringing us victories at a minimum of cost. All these facts taken in conjunction give us cause for fresh confidence. We have the Germans beaten. Time will bring us the complete triumph.

The Lusitania.

It was on May 7, 1915, that the magnificent Cunard liner, the Lusitania, was sunk by a German submarine, with the consequent awful death-roll of 1,100, and since that time various investigations have been conducted into this foul crime of Germany's. The weak excuse offered by Germany for the sinking of this vessel was that she was armed and carried explosives, but the searching enquiries made into this charge have all proved conclusively that this was a foul lie invented to provide an excuse for the outrage. Now we learn that the American Federal Admiralty Court, after an exhaustive enquiry, has decided that the Lusitania was never armed and that she never conveyed explosives. This is one of the many crimes for which Germany has to answer and which we hope will be taken into consideration when peace negotiations commence. One might well ask what the punishment will be of the German submarine commander, captured a few days ago, who admitted he was commanding the submarine which sank the Lusitania. Though he was acting under the instructions of his superiors who engineered the crime, he was the one that executed it, and he is the murderer of the hundreds of non-combatants who went to their death. The only fit punishment for him is that of hanging, and it would be surprising to learn that this fate had been meted out to the villain.

DAY BY DAY.

WE EASILY LOSE TRUE JUDGMENT THROUGH A PRIVATE AFFECTION.

To-morrow's Anniversary.
To-morrow is the 56th birthday of the Right Hon. Mr. Andrew Fisher.

The Dollar.
The opening rate of the dollar on demand to-day was 3s. 6.7/10d.

A Clean Bill.
There was again a clean bill of health yesterday, according to the Medical Officer's health return.

For "Our Day" Funds.
We hear that arrangements are being made for two public performances by that talented little body of Portuguese entertainers, "The Stunts," on or about October 15, the whole proceeds to go to "Our Day" Funds. An entirely new programme will be presented, while there will be some changes in the personnel of the little party.

Lottery Tickets.
A Chinese was charged on remand, before Mr. J. R. Wood this morning, with being in unlawful possession of a quantity of lottery tickets. Mr. Hall, of Messrs. Wilkinson and Grist, appeared for the defence. An Indian guard of the s.s. Chan Chau stated that on the 24th inst. at about 1 p.m. he was on duty on the gangway of the ship which was lying alongside the wharf. Defendant was on board the ship and on a search of his person he found two packets containing the lottery tickets. He therefore charged defendant and brought him to the Central Police Station. Cross-examined by Mr. Hall, witness said that the crew on board was in the habit of indulging in lottery tickets and opium deals and only recently a Chinese was charged and convicted at the Police Court for smuggling opium on the same steamer. Defendant, a coolie, stated that on the day in question before the vessel left Macao he was given the two parcels, purporting to be cloth samples, to be delivered in Hongkong. On the arrival of the steamer in Hongkong a man handed him an envelope for the delivery of the two parcels. He was subsequently arrested by the Indian watchman. After further evidence was called, his Worship imposed a fine of \$200 on defendant.

TYPHOON WARNING.

The following telegrams have been received by the American Consulate General, Hongkong, from the Manila Observatory:—
5 p.m. Aug. 27.—Typhoon in about 140 degrees Long. E. and 19 degrees Lat. N., moving W. N. W.
9.45 a.m. Aug. 28.—Ovelone or typhoon S. of the Bonin Islands, inclining northward.

CANTON NEWS.

Our Canton correspondent writes as follows:—
Illegal Import.
Sixty piculs of wolfram exported by a certain European firm in Seston in a steam launch were seized by the Commissioner of the Military Superintendent on the ground that the military tax had not been paid. The firm has made a protest through their Consul that no such right is contained in the Treaty.
Canton-Hankow Railway.
Owing to the Board of Directors of the Canton-Hankow Railway Co. having remained too long in office, the Authority has ordered the Company to immediately call a general meeting, and have a new Board elected according to the Articles of Association of the Company which contain a clause that directors can only serve for three years.
The Attack on Fokien.
The Military Government, on receiving a report that the armies of Kiang Si and Hama provinces have ceased fighting and only those from Fokien are still attacking, has decided to hold a meeting with the plan of attacking both by land and sea.

WAR CHARITIES.

Subscription List No. 28.

The latest subscription list is as follows:—

General.	
Miss Smith, Tainanfu C.M.	\$10
Staff Messrs. A. S. Watson & Co. Ltd. (Monthly sub.)	38
Messrs. Bradley & Co. Ltd.	5,900
Sir F. H. May, K.C. M.G. (Monthly sub.)	150
Sir W. Rees Davies (Monthly sub.)	20
Mr. O. Thorne (Monthly sub.)	50
Ojagar Singh (Monthly sub.)	10
Anonymous	20
Mr. C. D. Wilkinson (Monthly sub.)	20
Mr. S. G. Newal (Monthly sub.)	50
Staff Messrs. Lane Crawford and Co. (Monthly sub.)	150
Mr. H. Owen Carstensen (Monthly sub.)	10
Mr. T. Kring (Monthly sub.)	10
Mr. F. E. A. Warren (Monthly sub.)	5
Mr. J. P. Elster (Monthly sub.)	5
Mr. A. C. Pedersen (Monthly sub.)	5
Mr. B. O. Jensen (Monthly sub.)	5
P. & Co. (Monthly sub.)	100
C. B. B. (Monthly sub.)	25
Mr. G. H. Wakeman (Monthly sub.)	25
Chief Inspector Kerr (Monthly sub.)	5
Inspector Gordon (Monthly sub.)	5
Sergeant Willis (Monthly sub.)	3
Hon. Mr. Claud Severn (Monthly sub.)	50
Ladies Working Party of the Union Church (Monthly sub.)	50
Britishers (Monthly sub.)	100
Wong Siu Woon (Monthly sub.)	10
Mr. H. Skott (Monthly sub.)	100
Mr. J. L. McPherson (Monthly sub.)	10
L. N. L. (Monthly sub.)	75
Mr. H. B. L. Dowbiggin (Monthly sub.)	25
L. S. (Monthly sub.)	5
Staff—G. P. O. (Monthly sub.)	33.35
Mr. Murray Scott (Monthly sub.)	20
Helen May Institute for Women (Monthly sub.)	10
Members—K. O. Club (Monthly sub.)	30
"Open Sub."	500
Mr. G. Morton Smith (Monthly sub.)	10
Mr. E. G. Smith (Monthly sub.)	10
Mr. J. H. O. Goodban (Monthly sub.)	10
Mr. H. H. Gomperts (Monthly sub.)	20
Mr. Edgar Davidson (Monthly sub.)	20
Mr. E. L. Agassiz (Monthly sub.)	20
Mr. E. H. Sharp (Monthly sub.)	30
Mr. O. G. Alabaster (Monthly sub.)	20
Mr. D. W. Trotman (Monthly sub.)	30
Mr. L. A. Langley (Monthly sub.)	5
Mr. J. C. Wildie (Monthly sub.)	5
Collected from boxes at Peak Tramway Station, Hongkong Hotel, Star Ferry Pier, Bluffs Pier and G.P.O.	6
G. B. D. s/o Hat	10
Messrs. Cawson & Palloja & Co. (Monthly sub.)	25
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Red Cross	
Amoy Customs Club for one month	93.80
Staff G.P.O. (Monthly sub.)	18.25
Groffrey	100
Mr. Daply—Profit from sale of knitting bags (2nd sub.)	50

TO-DAY'S ELECTION.

New Fashion, Set in Hongkong.

This evening the election of a Justice of the Peace to fill the vacancy on the Legislative Council caused by the temporary absence from the Colony of the Hon. Mr. Pollock is taking place, the two candidates being Mr. A. R. Lowe and Mr. H. W. Bird. A deal of interest is being manifested in the event, and Mr. Lowe has set a new fashion locally by issuing some very pointed electioneering appeals. This morning posters were to be seen about the town and on motor-cars, asking the J.P.'s to "Vote for Lowe, the Man you Know; He Knows his Own Mind," while another bill bore the words:—"Vote for Lowe, the Independent Candidate."

Besides the above, Mr. Lowe has circulated a large lithographed cartoon, in which certain "vested interests" are represented by a huge octopus, with tentacles stretching out in all directions and bearing words relating to various local activities. This also has a representation of "H.K. No. 7," the aeroplane which Mr. Lowe presented to the Imperial Government, while it also bears the words:—"Vote for Lowe or Bird but Lowe for choice, as he protects your investments—why not, then, your wish for good government?"

RESULT.

Mr. H. W. Bird ... 44 votes.
Mr. A. R. Lowe ... 40 "

Base Ball Match 14/8/18 per Anderson Meyer & Co. Ltd.	450
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Royal H.K. Golf Club—Ladies' Captain Cup	4
Royal H.K. Golf Club Ladies' Esclatic Competition	1.58
Ladies' Bridge Book (Monthly sub.)	22.60
Royal Navy & Dockyard (Monthly sub.)	105.30
Messrs. Patel & Co. (Monthly sub.)	25
Anonymous Monthly Subscriptions	50
Officers Families Fund.	
Mr. H. B. L. Dowbiggin (Monthly sub.)	25
Mr. H. E. Pollock (Monthly sub.)	30
Anonymous Monthly subscriptions	50
Prisoners of War.	
Maidenhair Fern	11
Collection at Jewish Synagogue on 4th Anniversary of the War	550
H.K. Police per Sgt. Boulger (Monthly sub.)	28.40
St. John's Cathedral Collection—H.M.S. "Tamar" (Monthly sub.)	16
Union Church "A Fisherman" (Monthly sub.)	446.81
"Pipe Fund"	50
Mr. F. G. Becke (Monthly sub.)	10
Soldiers and Sailors Families Association.	
Mr. H. A. Nisbet (Monthly sub.)	\$ 25
Church Army Huts.	
St. Andrew's Church, per Church Missionary Society	130.75
St. Peter's Church, per Church Missionary Society	20.45
St. John's Cathedral	332.78
Already acknowledged, including \$32,825.95 Chinese sub.	\$12,248.92
Amounts remitted etc.	\$1,102,129.88
	1,157,969.88
Balance in hand	\$34,186.22
ST. JOHN'S CHURCH	
Hongkong, 28th August, 1918.	

TO-DAY'S MISCELLANY.

Deadly nightshade, which is now being cultivated near Dorking in sufficient quantities, is reported to supply the English market with strychnine—one of the drugs for which we have been dependent hitherto upon Germany,—bears a botanical name, *Atropa beladonna*, curiously appropriate to its qualities, evil and good, combining the name of the most dreaded of the Fates—*Atropos*, whose function was to cut the thread of human life—with the Italian for a beautiful woman. One of the most curious facts concerning the poison of the nightshade is its much more potent effect upon human beings than on animals, for though deaths from eating the berries are fairly common among children, the birds eat and thrive on them, and the leaves, almost equally dangerous to man, seem innocuous to horses, sheep, pigs, rabbits, and other animals, which browse upon them freely. The frequent occurrence of nightshade in the neighbourhood of ruined abbeys and monastic houses makes it reasonable to believe that many of the wild plants are survivors from monkish herb gardens.

That little River Scarpe now mentioned so frequently in news from the western front, bears a name which is an obsolete French word meaning "steep," and probably derived from the bluff banks of the stream's upper reaches in Pas de Calais. We still retain the word in our military term "scarp" for the sheer side of a ditch nearest to the fort, and in Tennyson's "scarp'd cliff." The Scarpe in some parts is not unlike our Irwell in character, notably in being canalised. The canal from Arras to the Scheldt is not neglected, like most British canals, but before the war carried much of the heavy traffic between Douai and Arras. When the German invaders arrived they at once netted the canal for fish to supplement army rations, and probably had better luck than the patient anglers who used in peace-time to throw the banks but seldom seemed to catch anything except colds.

The professional racing tipster is not dead even in these joyless days. He was, in fact, at Castle Irwell last week, just as he ever was, apparently in the same check suit of August, 1914—he gave, indeed, the appearance of not having been out of it since. Addressing a crowd, he spoke in a voice husky with emotion. For he was telling them, among other things, how he loved them. He didn't put it in so many words. Englishmen are notoriously reticent about their affections, but he said that linked as he was to them by so many ties from the "appy old days," he could not desert them now, at a time when they so urgently needed his guidance—just when, in fact, he had such a real good thing to give them. "Yus," said he, "the very goods! I could I keep this information from my pals in Manchester? Necess! And though my doctor see if I so much as moved a foot out of my bed, I would wash in 'ands of me—well, gentlemen, I decided to come up ere in person and let you 'ave this doubled nap—money for dirt—the absolute winner!" Then he offered the "goods" for sale in an envelope—at a "hot time." But his audience of "ole pals" were disgracefully sceptical at first, and business for a time was bad.

The racing man eyed them not too affectionately, and then a man also in high checks, stepped forward and purchased. (The same man, by the way, was observed talking intimately to the "prophet" some time afterwards, and was heard to call him "George" and other terms denoting a long and companionable acquaintance.) This man seemed to follow the lead, and then they too followed the lead. In less than ten minutes the "goods" were sold out, and the "prophet" was left with a pocket full of money.

THE NAVY LEAGUE.

A Declaration of Future Policy.

The following letter has been received by the local branch of the Navy League from the General Secretary, London, having reference to the future policy of the League:

The Navy League,
13, Victoria Street,
London, S. W.
1st July 1918.

Dear Sir, or Madam,

The question is often asked: What will be the uses of the Navy League after the war, and will not the "raison d'être" then have ceased to have any practical value?

We submit for your consideration a few headings which set out the present and future objects of the Navy League and the principles for which it stands.

Those objects, if energetically and consistently brought before the public will in our opinion place the Navy League in a position of infinitely greater use to the nation than ever before, and it will need no justification for its existence as an independent organisation determined to uphold the freedom of a great Maritime Power.

We suggest that Navy League speakers should from every platform, and whenever possible, make known what are the objects of the Navy League and by making every endeavour to get new members and supporters spread its doctrine throughout the length and breadth of the Empire.

Thanking you for all your valuable and loyal support in the past.

I am,

Yours very truly,
For Executive Committee

(Sgd.) T. BISCOE TRITTON.

Joint Chairman of
Executive Committee.

1st July, 1918.—Declaration by the Navy League of its Aims, Objects, and Policy.—The future Policy of the Navy League shall be directed towards the achievement of the following objects:—

The dissemination among the peoples of the Empire and British subjects in all parts of the world exact knowledge upon the provision and use of Sea Power as the keystone of British National and Imperial Policy.

2. The advocacy of an all-powerful Navy, Air Force and Mercantile Marine as the factors essential for the security of the Empire and the restoration of Britain to its rightful position as Mistress of the Seas.

3. The immediate reconstruction of our Mercantile Tonnage to at least the pre-war standard before any foreign orders for the building of merchant ships are executed and the demand that there shall be no transfer of British shipping to foreign owners or flags until British Mercantile supremacy shall have been restored.

4. The application of steady pressure upon Parliament and the Government, through the education of public opinion, for closer co-ordination between the Royal Navy and the Mercantile Marine with a view to the exigencies of War.

5. The support of all just claims of officers and men of the Royal Navy with regard to pay, pensions and Prize Money.

6. The stimulation of interest among the teachers and children of all classes of schools in the Empire in the Sea and Air Services as dominant factors in Imperial existence and prosperity.

7. The extension of the Boys' Naval Brigade Movement and the establishment of proper training institutions with the view to the preparation of boys for a sea career whenever possible, for the elimination of aliens from the British Mercantile Marine.

8. The administration of the funds provided at the instance of the League at Home and Overseas for the relief of the dependants of the men of the Sea Service who have lost their lives in the War, and for the education and apprenticeship of their children.

BANKRUPTCY COURT.

To-day's List of Cases.

The Chief Justice (Sir William Ross Davies) sat in Bankruptcy Court to-day, the following cases being considered:—

Leung Lai Nam.

This was an adjourned hearing of petition in which Mr. Hall, of Messrs. Wilkinson and Grist, appeared for the debtor. This petition was adjourned to be heard in Chambers next Friday week. The assets were stated to be over \$1,400 and the liabilities to amount to more than \$3,400.

J. T. Souza.

This was an adjourned application for discharge. Mr. Nisbet (Official Receiver) said that the debtor had already paid a dividend of 65 per cent, and there was another 8 per cent, in his hands, making in all 74 per cent.

His Lordship granted the application.

The Sui Yick Firm.

This was a public examination. Mr. Nisbet said that a composition of 30 per cent. was arranged at the first meeting of creditors, and required confirmation. A Trustee was appointed in this matter who said that there were no assets in the Colony, but there was a debt which they had to collect from Singapore but it was impossible to get the sum.

After the evidence of the partner of the shop was taken, the examination was declared closed.

Chi Wo Company.

This was an adjourned application for discharge. Mr. P. W. Goldring appearing for the petitioning debtor, who was described as a sleeping partner in the bankrupt firm.

Mr. Nisbet mentioned that a dividend of only 3.50 per cent. had been paid and he therefore asked that the discharge should be suspended for two years.

Mr. Goldring addressed His Lordship on this point and also mentioned two inaccuracies in the copy supplied to him by the Registrar.

In the first place, the boats referred to were not lost in 1916, but in 1906, and that Chan Woon was not his client's brother, but his uncle. His Lordship had discretion in fixing the period of suspension of the discharge.

With regard to the dividend paid, Mr. Goldring mentioned that the Bankruptcy dated back to November, 1914, shortly after the war broke out. At that time, four launches and two steamers were sold, the shipping market being at its worst. It was most unfortunate that the sale occurred just then.

His Lordship said that he must suspend the discharge for some time and fixed the period at six months.

Collusion Between Partners Denounced.

In the case of Leung Koi Sang, trading as Hop Fat, of Leung Hop Fat, Mr. G. R. Hayward appeared for the debtor, and, in seeking for a receiving order, said that the assets were \$28,000 and there were creditors in the Colony. In the witness box, the debtor stated that there were no creditors in the Colony, but what he meant was that there were no creditors who were pressing him.

Mr. Nisbet said he thought the debtor should be bound by his evidence, as it was possible to collect creditors since that time.

His Lordship remarked that he was not going to encourage the Bankruptcy Court to be the means of collusion between partners to defraud their creditors and if necessary he would take steps to ask the Government of the Colony to pass such legislation that would enable him to protect the interests of the public. He adjourned the matter to Chambers.

The Po Lung Firm.

Mr. Nisbet asked for the debtor to be adjudged bankrupt and for the Official Receiver to be appointed trustee.

His Lordship agreed to this course.

The Man Tieg On.

In this adjourned hearing of petition, Mr. W. B. Hind appeared for the petitioning creditor.

The Official Receiver mentioned that the assets amounted to \$300 and the liabilities to

COMPANY MEETING.

The United Asbestos Oriental Agency, Ltd.

The twenty-second annual general meeting of shareholders in the United Asbestos Oriental Agency, Limited, was held this morning at the offices of Messrs. Dodwell and Company, the General Managers. Mr. G. Morton Smith presided and there were present Messrs. A. Denison, A. Bittie and G. R. Edwards (Secretary).

The notice convening the meeting having been read, the Chairman said:—Gentlemen,—The report and accounts having been in your hands for some time, I will, with your permission, take them as read. The result of the year's working shows an increase in profit on trading of approximately \$10,000 compared with last year. Including \$4,925.23 brought forward from last year there is \$32,381.99 available for distribution, and I trust you will approve of the allocation recommended in the report. The accounts, I think, call for little, if any, explanation. The year under review has been a satisfactory one, but the continued absence of so much local shipping, increased difficulties in obtaining materials, and the advanced costs of the goods we are able to obtain, render it difficult to forecast prospects for the ensuing year.

Your investments have been written down to the market value on 31st May, but your shares in public Companies you will be pleased to hear have appreciated considerably since that date.

The stock has, as usual, been carefully checked by the superintendents, and ample allowance has been made for depreciation. A contribution of \$3,000 has been made to War Charities, which you doubtless approve of. Before moving the adoption of the report and accounts, I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

There being no questions, the Chairman moved that the report and accounts be adopted.

In seconding the motion, Mr. A. Denison said:—I think all the shareholders will be pleased with the dividend we are receiving and great thanks are due to General Managers and staff for their work and the way they have conducted the business.

Not only have been able to declare a very fine dividend, but we have been able to present to War Charities a sum equal to 7 per cent. of our paid-up capital. We have written down investments to market prices on the day of these accounts, and the prices are much lower than when they were purchased, caused by the tremendous rise in exchange. We have done very well. With these few remarks, I beg to second the adoption of the report and accounts.

The motion was carried unanimously.

Mr. Edwards then proposed the re-election of Mr. F. Maitland as auditor, at a remuneration of \$200.

Mr. Denison seconded, and the motion was carried unanimously. The Chairman announced that this was all the business, thanked shareholders for their presence, and added that dividend warrants were now ready.

79 Years in a Workhouse.

Liza's Macmorrow, after being 70 years an inmate of Manor Hamilton Union, recently died at the age of 88.

\$7,000, while \$200 of the assets would be swallowed up in the petitioning creditor's costs.

After some argument, His Lordship said he would not make an order and Mr. Hind said that he had a legal right to throw a firm into bankruptcy and he had exercised it.

His Lordship said that the book debts were worth nothing. Mr. Hind replied that that was always the suggestion of the Official Receiver and in most cases it was wrong.

The matter was adjourned until the next Bankruptcy Court.

DAIRY FARM NEWS.

JUNKET

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CORRESPONDENCE.

(The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph.")

THE SERVICE DOLLAR.

(To the Editor of the "Hongkong Telegraph.")

Sir,—It was very gratifying to see by Wednesday's Telegraph, that you, at least, do not intend to let the matter of the injustice of the high rate of the Service Dollar fade from people's minds. I wish that more people would think with you, and remember that this is a British Colony, that British troops are serving in your midst, and that they look to the British community to see that justice is done by them.

The Service Regulations forbid, and rightly so, that Service men should join in agitations and discussions of this nature; but, surely the injustice of this matter of the pay of the Services is so transparent, that public opinion must be unanimous that redress is necessary and urgent; and it is hard to believe that anyone would dare to flout public opinion, strongly expressed, on an Imperial matter like this.

The hardships suffered by the Services, due to the high rate of exchange, were first brought before the public when the rate of the dollar for all payments was 2/4, and this was described as an intolerable state of affairs; the rate of the Service dollar for the month of September is three shillings and four pence halfpenny, which, with the concession applied, will mean that the troops will be paid at a rate of practically two shillings and nine pence halfpenny. Is not this most intolerable?

Now what is the remedy? It is pretty well an accepted fact all round, that it is useless to look for any redress from the authorities at Home; and even if help were coming, whilst the "Bureaux of the Circumlocution Offices" indulge in their favourite pastime of splitting hairs, Rome is burning.

Again, the offer of the Colonial Authorities here to alleviate matters by providing sufficient funds monthly to ensure the Services being paid at the rate of a two shilling dollar, has been turned down; so it seems to me there is only one thing left for the Colony to do and that is to take the matter into their own hands, and make the Services a monthly Colonial allowance, graded according to rank, with special allowances for the wives and kiddies, and make it retrospective to November last.

Now, gentlemen of the Legislative Council, which amongst you has the patriotism and grit to father this scheme? I cannot promise you, for your conduct in doing so, any decoration by which men may recognise the extent of your efforts on behalf of your fellow-citizens, blood of your blood, and race of your race; but if the knowledge that you have relieved distress, made the lives of many of your brothers and sisters brighter and happier, enabled the mothers of our race to spend their days in devoting a mother's love and care to her family, instead of leaving her offspring to the care of an amah, whilst the mother goes out daily to perform menial tasks, so as to obtain sufficient money to ensure that the little ones may not go hungry, will

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DOLLAR DIRECTORY.

knowledge that you have done this will satisfy you, then you will have your reward, and will have deserved well of your fellow man. There is nothing unreasonable or impossible in this scheme of Colonial allowances. You vote unanimously reasonable allowances for the dependants of those from the civilian population who have left or are leaving the Colony for Military Service; your donations to the Imperial War Chest have been of a princely nature; each succeeding year has far surpassed its predecessor's efforts in charitable contributions; but your own flesh and blood, who are as proud to claim Britain as their sire as you are, suffer in your midst, in the midst of plenty and suffer in silence.

It is pitiful to realise, in a Colony teeming with wealth, such as this, that such a state of affairs should exist at all; but that this should have been allowed to continue so long is a shame and disgrace to the fair name and fame of this Colony, this "outpost of Empire" as we delight to describe it.

Yours etc.

PRO BONO MILITORUM.
Hongkong, Aug. 27, 1918.

SHAMEEN "OUR DAY."

Sir,—May we appeal to your readers through the courtesy of your columns for the loan of four B. S. A. pattern air rifles for use in a miniature rifle range for "Our Day," October 24, on Shameen? We would be obliged if owners willing to lend will communicate with either of the undersigned addressed to Shameen, Canton.

Rifles will be returned to their owners in good condition immediately after the Fete.

Yours etc.

W. GRAHAM REYNOLDS.
H. C. SHREUBSON.
(In Charge of the Range).

Shameen, Aug. 27, 1918.

LEGISLATIVE COUNCIL.

The Orders of the Day for tomorrow's meeting of the Legislative Council are:—

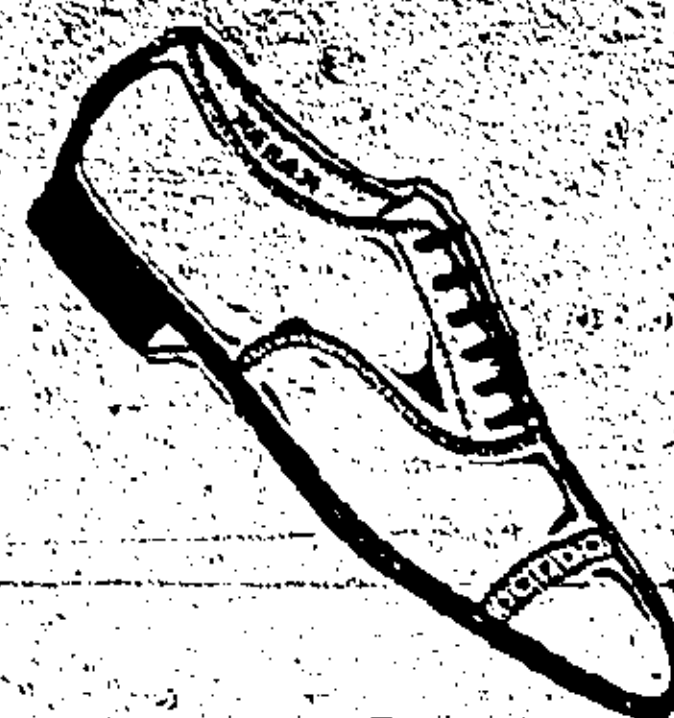
Second reading of the Bill intituled An Ordinance to authorise the Appropriation of a Supplementary Sum of Two million seven hundred and fifty-two thousand one hundred and fifty-two Dollars and fifty-eight Cents to defray the Charges of the year 1917.

Second reading of the Bill intituled An Ordinance to modify and to add to the provisions of the Copyright Act, 1911 in its application to the Colony of Hongkong.

Second reading of the Bill intituled An Ordinance to repeal the Anglo-Portuguese Commercial Treaty Ordinance, 1917.

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Key West	12th Sept.	Monteagle	11th Dec.
Monteagle	5th Oct.	Empress of Japan	1st Jan.
Empress of Japan	6th Nov.	Key West	— Feb.

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Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	*Iyo Maru 12,330	WED. 4th Sept. at 11 a.m.
	*Kitano Maru 15,930	WED. 18th Sept. at 11 a.m.
	*Nikko Maru 15,930	Sept. at 11 a.m.
	*Aki Maru 12,330	SAT. 14th Sept. at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA		SAT. 14th Sept. at 11 a.m.
SHANGHAI, MOJI & KOBE		SATUR. 19th Oct. at 11 a.m.

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NIPPON MARU	11,500	5th November.
KIYO MARU	17,500	9th January.

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dation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
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modation, sailings from both ports every Friday.HAIPOH LINE.—Sailings approximately weekly for passengers and cargo, calling at Hothow, Siam,
Lodonom, etc.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-
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SHANGHAI	Singang	30th Aug. at 3 p.m.
TIENTSIN	Kueichow	31st Aug. at noon.
SHANGHAI	Kailong	31st Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation. Amidships; Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai, taking Cargo on through Bills of
Lading to all Yangtze and Northern China Ports. Passengers are
landed in Shanghai, avoiding the inconvenience of transshipment
at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

Hongkong Aug. 27, 1918.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected at	Will leave on	To
Tjiuwong	Java & Mear	in port	28th Aug.	Moji, Y'hama
Djember	Java	in port	3rd Sept.	Kobe
Tjimonok	Java	1st Sept.	4th Sept.	Amoy & S'hai
Tjipanas	Java	14th Sept.	20th Sept.	Saigon
Tjikini	Amoy	22nd Sept.	26th Sept.	Java
Tjimonok	Chingwaniao	26th Sept.	30th Sept.	Java

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for first Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOH AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	J. W. Evans	FRI. 30th Aug. at 1 p.m.
Haitan	A. E. Hodgins	FRI. 6th Sept. at 1 p.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
MANILA	Yuensang	Fri. 30th Aug. at 3 p.m.
SHANGHAI	Taisang	Sat. 31st Aug. at 3 p.m.
BANDAKAN	Mausang	Wed. 4th Sept. at noon.
MANILA	Loongsang	Fri. 6th Sept. at 3 p.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly
service is maintained with Calcutta by the s.s. "KWAISANG" and "YITIN" calling at
Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted
with Electric Light and Fans, and carries a fully qualified Surgeon.SINGAPORE LINE.—The s.s. "VAN WAGENINGEN" leaves for Singapore approximately every
fourteen days. This vessel has excellent accommodation for first class passengers, and is fitted
throughout with Electric Light and Fans and also carries a fully qualified Surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, Shanghai
calling at Swatow. Steamers on this line have a limited amount of passenger accommo-
dation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Yangtze Ports.MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.HAIPOH LINE.—Sailings approximately weekly for passengers and cargo, calling at Hothow, Siam,
Lodonom, etc.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-
date accommodation for passengers.Cargo taken on through Bills of Lading for Koda, Jesselton, Labuan, Tawau and Lahad Dato,
Tientsin LINE.—A regular service is run from March to October between Hongkong and Tientsin
calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements
are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

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SHIPPING NEWS.

Germany's Loss of Shipping.

At the commencement of the war, the chairman of the British Royal Mail Packet Company remarked at the recent annual meeting, "Germany owned 5,134,730 tons of merchant ships of 10 tons and over. At the present time it is estimated (as we know exactly what ships we have taken and what we have sunk) that they own 2,500,000 tons, equivalent to a loss of half their tonnage during the war."

Extra Steamers to Marseilles.

About one-third of the freight space on board steamers on the O. S. E. line from Bombay to Marseilles is taken up by munitions of war, and in order to increase space for general cargo the Osaka Shosen Kaisha has decided to place the Peking-maru on that line. It is now reported that the steamship company is contemplating adding another ship to the service. The Nippon Yusen Kaisha has placed the Goyo-maru on the Marseilles service. The company has now decided to place another extra steamer on this service in the Europe-maru II.

A New War Vessel.

It is reported from Austrian war press quarters that during the last Italian attack on Pola a new type of warship was used—a kind of sea tank called grillo. Its length is about 40 feet and breadth 6 feet. The boat has an electric motor and makes almost no sound. The most important feature is the endless rotary chain around the vessel. The chain is fitted with barbs around bars and when the vessel approaches the harbour the barbs catch nets or other obstacles and the sea tank is drawn along similarly to a land tank. The vessel is armed with two torpedoes.

Proposed Construction of Dry-Docks in America.

The United States is busy constructing new steamers at the shipbuilding yards numbering 130, but has so far paid little heed to the construction of dry docks. According to the returns in 1913, the U. S. fleet of ocean-goers numbered 2,988,000 tons in round figures, whilst the dry docks for repairing purposes numbered only 27. This gave the ratio of one dock to 111,000 tons of vessels. In Great Britain, the mercantile tonnage in the same year was returned at 20,431,000 tons with 49 such docks, there being one dock for every 93,300 tons. Such being the case, a good number of U. S. merchantmen had to undergo repairs at British docks in the antebellum times. Since the outbreak of the present war and especially the U. S. participation in the war, new shipbuilding yards have been constructed in quick succession all over the United States, but the dry docks built numbered only 7 up to March last, giving the meagre total of 34. On the other hand, the U. S. merchantmen will reach 10,000,000 in no distant future, and 70 new docks at least are required to maintain the ratio of one dock for every 100,000 tons.

Increased Lloyd's Premiums for Japanese Steamers.

According to a London dispatch, representatives of insurance companies held a meeting at London and exchanged views regarding shipping insurance after the conclusion of the war. It is reported that they referred to the necessity of raising Lloyd's rates for Japanese steamers on the foreign services to a figure higher than for other foreign steamers. This proposal is attracting much attention among shipping circles in England. In this connection Mr. Uyemura, Manager of the Tokyo Marine Insurance Company, is quoted as saying: "In regard to the matter in question, no information has yet been received from our London office, but the report should not be dismissed as a mere rumour. The fact is that since the outbreak of the war a number of shipyards of questionable standing have come into being, and turned out inferior steel, and wooden ships to make money quickly. Insurance men are accordingly on their guard. At the same time it is not fair to raise rates for Japanese ships alone. The possibility is that some interested parties have brought forward this proposal for fear of their shares of influence being encroached upon by Japanese. In any case much interest attaches to the attitude that the Shipowners Association now in conference in London will assume in the proposed increase."

CONSIGNEES

1a, Chatter Road. Phone No. 1500.

COTTON REELS.

More Short Measure.

A salesman of the Kwon Hang Yick Firm, 338, Queen's Road Central, was summoned before Mr. E. D. C. Wolfe, at the Magistracy this morning, to answer a charge of being in unlawful possession of cotton reels to which a false trade description had been applied and also for selling the reels of cotton with the false trade descriptions.

Mr. F. X. d'Almada appeared to represent the defendant firm, and Mr. G. H. Wakeman (Crown Solicitor) was for the prosecution. Mr. d'Almada pleaded not guilty on behalf of his client and Mr. Wakeman said that, if the defendant wished it, he could be tried at the Supreme Court.

Mr. Wakeman, in opening the case, said that a large amount of cotton reels of short measure seemed to be in the Colony lately. Relating the facts of the case, Mr. Wakeman stated that on the 16th inst. a Chinese detective repaired to the defendant's shop and acquired for two reels of cotton of the "Umbrella" brand and later delivered the reels to the custody of Inspector Terrett. Inspector Terrett then went and asked for Japanese cotton from the defendant's shop and after it was given him he asked what was the measure, and was told that it contained five hundred yards.

Mr. d'Almada asserted that the defendant had acted innocently and had no reason to believe that the reels of cotton contained other than the amount specified.

Mr. Wakeman then proceeded to question Inspector Terrett, who said that on the 16th inst. he went to the defendant's shop and asked for a dozen reels of Japanese cotton of the "Umbrella" brand. After he had paid eighty cents for the cotton reels he asked for the measurement, and told defendant that he intended to measure it. He (Inspector Terrett) measured off five yards on the defendant's counter with the standard measure and then measured the reels and cotton. The measure was 395 yards. He then invited the defendant to come to the Central Police Station the next morning to see the measurement of the other reels. He came and witness measured the second reel and two reels out of the box which he had purchased. The first reel contained 442 yards, the next 403 and the last 438 yards.

Mr. d'Almada asserted that his case was that this was the first time the defendant had dealt in Japanese cotton, and it was assigned through an agent in Japan. It was not until May 3 of this year that the defendant had dealt in cotton.

The defendant entered the box and gave evidence to the effect that he was a salesman of the firm and that he had no reason to believe that the reels contained less than five hundred yards. He did not measure any of the reels.

Mr. Wakeman said that the defendant had not acted innocently at all. He pointed out that the defendant had measured all other goods and had not taken the trouble to measure the cotton. Mr. Wakeman asked Mr. Wolfe to refer to the case in "Stone," in which the word "innocently" was quoted and meant "innocently."

Mr. Wolfe interposed that "innocently" meant "accidentally," and Mr. d'Almada observed that if that was so it was more in his favour.

Mr. Wakeman then cited other cases and averred that under Section 15 the defendant must take precautions and the accused could not be innocent if he had not taken the necessary precautions. The fact that he did not take any precautions was evidenced by the fact that he had taken the trouble to measure other articles in the shop, but not cotton—that was from the statement of the defendant himself.

Mr. d'Almada observed that the reels were manufactured to contain five hundred yards and in the process of manufacture they might be made to hold more or sometimes less than the amount specified.

TAI O TRAGEDY.

Local Sikhs Express Abhorrence.

At the General Meeting of the Khalsa Diwan on Sunday, the 17th instant, the following resolutions were unanimously passed:—

1. That the local Sikh Community beg to express their deep regret at the Tai O tragedy in which a Sikh was not only concerned but was guilty of murdering his senior officer, and finally also of taking his own life.

2. That the local Sikhs express their deep regret at the cowardly conduct of the remaining Indians stationed there who escaped to save their own lives, leaving Mrs. Glendinning and her child in danger, which might have been averted if they had acted manfully. Therefore from the viewpoint of Sikh teachings, their conduct is viewed with abhorrence.

ROYAL SILVER WEDDING.

The Queen's Thanks to Hongkong.

The following letter has been received by the Manager of the Hongkong and Shanghai Bank in connection with the Silver Wedding Gift to H. M. Queen Mary from the women of Hongkong:—

Buckingham Palace, 28th June, 1918.

Dear Sir:—I have laid your letter of the 27th inst., and its enclosures before the Queen, and am commanded to say that Her Majesty is deeply touched by the kind thought which has prompted the very generous gift of £1,025 from the women of Hongkong. I am returning you the receipt form duly signed.

I am,

Yours faithfully,

(Sgd.) EDWARD WALLINGTON,
Private Secretary to H. M. the Queen.

WOMEN'S PHYSICAL POWERS.

Interesting Statement by Lady Cantlie.

Lady Cantlie, the wife of the Harley Street specialist (formerly of Hongkong), who has had an extended experience of the physical capacities of women, told a *Daily News* representative that she had always thought that, given training, a woman could make her muscles just as strong as a man's.

"In China," she said, "I once saw a woman carry 27 bricks on each side of a bamboo pole. I saw no man carry a heavier load. In the East women do as laborious work as men."

Lady Cantlie holds the somewhat unusual view that the hard work women are doing is having a beneficial effect on their health and strength, and that the next generation will on this account be a finer and healthier race.

Mr. Almada held that big European firms in Hongkong did not take the trouble of measuring cotton. His client had been selling English cotton but had now taken Japanese cotton as it was cheaper. This was only his first deal in cotton and as the material was good his client did not take the trouble, which was quite natural, to measure the reels. His customers did not make any complaints. In fact, his client had only mentioned to Inspector Terrett at the time that he believed the reels to contain five hundred yards and that it was imported from Japan. He added that his client had acted innocently throughout the whole transaction.

Mr. d'Almada suggested that the defendant should be discharged, taking into consideration that this was his first deal in cotton reels.

Mr. Wolfe reserved judgment.

GUARDING A DUTCH CONVOY.

A Day With The Fleet.

Writing in the *Times* a correspondent says:—The other day the Admiralty permitted a number of journalists to be distributed in the destroyer escorting a Dutch convoy, and though this particular "beef trip," as the Navy calls it, made unchallenged and in fine weather, was an easy job, it gave one an idea of the way the seas are held.

The main force of the escort slipped out of harbour early in the morning to catch up the slow-steaming merchant ships, which had gone on some time before with the rest of the destroyers. It was a glorious summer morning, hot and calm, with a rippling, glittering sea, and the ships raced easily along, one behind the other, throwing up as they cut through the shallow water a high-crested bow wave and a high, broad, flat wave astern. Sometimes, until we got well out, we altered course slightly, and then as the line curved you could see the following ships at an angle heading over a little and keeping station so beautifully that they seemed alive. Across the dark sea, slim and grey they came, one after the other, with the sunlight white curves at the bow and the churned tossing water white and green astern, and each had an air of consciousness and pride. Suddenly from the leading ship there was a report, and then an explosion high in the sky, then more shots, and a number of round white puffs of smoke were drifting against the blue. She had opened fire with the biggest of her anti-aircraft guns. Then she blazed away with others of smaller size. Presently our ship—the second in the line—brought her anti-aircraft guns into action, too.

Soon we were in deeper water, and the ships formed into two lines instead of one and raced along at a high speed to overtake the convoy. A visit to the upper bridge brought the first surprise—namely, the absence of all but the barest minimum of formality between the commander and his officers. It was not only that all were dressed "any old how," as one of the younger men put it, in very weather-worn uniforms, but also that there was no still standing in formal attitudes of watchfulness, as the landman might expect: each man smoked a pipe, and all were as easy as if they were friends on a yachting cruise. But under that ease you could feel the discipline, the alertness, the attention to the business in hand.

Ahead the smoke of the convoy, and then the ships themselves, could be seen, and as we made after them the only diversion was the appearance of an old loose mine, which was sunk by machine-gun fire. After that there was no further incident until we had caught and then left the convoy at the appointed spot from which it was to run in through the minefields to its port. After the parting, as we had some hours to wait for the outgoing convoy, we steamed swiftly north-east just to see if there was "anything doing." Presently the ships drew into line abreast, and one after the other dropped depth charges. First the ship on our port side dropped here—off her stern—and a few seconds later there was a muffled thump and a column of water was thrown high in the air; then our ship dropped hers (the explosion this time shook the ship), and the others all followed suit. Soon as we went on we came on a big Dutch fishing fleet, with its countless little sharp-pointed triangles of sail on the still sea.

Some time after we had turned the "anti-aircraft stations" was given, and a few minutes later the nearest destroyer opened fire at one of a number of seaplanes flying low near the homeward-bound convoy. The seaplane which had been behaving suspiciously quickly gave the recognition signal, however, and we knew that they were friends.

Homeward we turned then, destroyers and minesweepers ahead, other destroyers on the flanks and others astern, all running on wide zigzag courses, and the seaplanes circling slowly overhead watching for submarines and mines. Once there was an alarm, and a destroyer dropped a depth charge, while all hands went to action stations; but this was a false alarm. Later the seaplanes gave us warning of rain, and one of the pilots, flying down low in narrow circles, dashed away with his machine-gun at a mine under the surface until he had dispatched it. On we went, zigzagging in pace, and the ship's officers apologized because "nothing had happened." But as we drew near the coast we realised that, apart from the "bringing of the convoy, a good deal had been happening. A ruby red sun was sinking and under it was a long red glow, and under that again, between the red and the sea, as far as one could see north and south there was a layer of soft black. That was the smoke of the coastwise merchant traffic which continues behind the protection of the ships of war.

Later the destroyers dashed on by themselves, and when near their port formed into line ahead for the run in. Looking back, one could see them coming on in a long procession with that white curve at their stems and their navigation lights twinkling faintly in the twilight. After a splendid day it was a beautiful evening, cloudless, pearl-grey overhead, and red and black ahead, the sea dark and mysterious, and no wind but the breeze of the ship's speed. As we wound our way in—we were in a Scotch ship—the ship's siren burst into music, and their wild strains made a stirring salute to a day of good work well done.

80s. A WEEK GIRLS.

Mrs. Alec Tweedie in the Seat of Judgment.

"Who alters the fashions about every three weeks in war-time? Why, the 80s. a week girls, so as to inveigle new hats and blouses out of the soldiers." Thus Mrs. Alec Tweedie, in her book, "Women and Soldiers" (John Lane, 2s. 6d. net). Mrs. Alec Tweedie is extremely proud of what women have done in war-time, and still desires to form a Women's Fighting Battalion. But her observation is often prejudiced and her thinking shallow.

She contrasts the "lady" with the working-class girl—thus. Those ladies did it all voluntarily, as their bit of war work. Their dress lent distinction and usefulness, and demanded respect as a uniform invariably does.

How much better the little typists and clerks would look if they all wore a uniform, instead of every conceivable shape and misshape and colour of blouse; as often as not soiled at the wrists. Tawdry finery is the hall-mark of the usual working-class girl, while the factory hand has been known to pull out her mirror, puff-box, and rouge in the middle of a 12 hours' night shift on a 14 consecutive nights' job.

"If ladies wear short skirts and hats a little tilted," declares this critic from the upper circles, "this typewriter girl wears shorter skirts and hats on edge. She is a cult of her own, and will live on a bun to buy a blouse. The word 'moderation' is unknown to her, she eats too little and dresses (outside) too much."

One has only to deal with the lower orders, Mrs. Alec Tweedie assures us, to understand why they are poor. They waste more good material than rich folk utilise, and then they grumble. Here is a story from the book:

A member of the Government engaged a chauffeur. He went to make a call on a fellow Minister, and, running into the house, called back to the girl, "Just wait, I shan't be long." He was there an hour. An envelope was handed in. He took it. In a neat handwriting was the following: "Regret I cannot wait any longer; but I have a dinner engagement, so enclose a shilling for your taxi."

and the seaplanes circling slowly overhead watching for submarines and mines. Once there was an alarm, and a destroyer dropped a depth charge, while all hands went to action stations; but this was a false alarm. Later the seaplanes gave us warning of rain, and one of the pilots, flying down low in narrow circles, dashed away with his machine-gun at a mine under the surface until he had dispatched it. On we went, zigzagging in pace, and the ship's officers apologized because "nothing had happened." But as we drew near the coast we realised that, apart from the "bringing of the convoy, a good deal had been happening. A ruby red sun was sinking and under it was a long red glow, and under that again, between the red and the sea, as far as one could see north and south there was a layer of soft black. That was the smoke of the coastwise merchant traffic which continues behind the protection of the ships of war.

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MOSQUITO PESTS.

New Method of Destroying Them.

At a recent session of the French Academy of Sciences an interesting method of handling the mosquito plague was set forth in a note by Messrs. Edm. and St. Sergeant, who have conducted an anti-malaria campaign in Algeria for the last 15 years, making use of all the approved antilarval measures, such as draining, filling, brickling and cementing, mowing down grass and treating stagnant water with kerosene.

During the past few years, however, they have experimented with the following method, which though somewhat limited in application, has the great merits of simplicity, easiness, and cheapness, and is therefore highly recommended by these experts for localities where it is suitable. The Sergeants were struck by the fact that many villages were infested with mosquitoes, not because of extensive swamps or marshy regions in their vicinity, but from a comparatively small number of local breeding places, such as irrigation ditches, horse-ponds, the drains from wash houses and public wells or fountains, and sluggish streams and slow moving rivers fed by small springs.

Knowing that the larvae of the Anopheles require from two to three weeks of aqueous life in order to develop into the winged insect they conceived the idea of "alternating breeding places." For example, instead of allowing the waters of a spring to flow off through a single channel two channels are dug, and by means of an earthen dam, or a pair of water gates the water is alternately diverted from one channel to the other at intervals of a week. The larvae which have developed in the course of the week are promptly destroyed when the water is cut off from their breeding place, which rapidly dries out under the summer in ditches, drains, etc.

"Turn by turn, each ditch is filled with water for a week, and then dried out during the following week. The only work required consists of a few strokes of a pick once a week to demolish the earthen dam in one ditch and build it in the other, or else the manipulation of two water gates."

The authors of the plan declare that the results are admirable with a minimum amount of attention and that this technique reduces the expense to not more than one tenth of the cost of the measures usually adopted in mosquito fighting. It is to be hoped that communities where the given conditions prevail will make a trial of it this summer, since the advancing cost of kerosene may be prohibitive of its use so freely as heretofore for killing these pests.

THAT TIRED FEELING

these mornings is most likely due to "liver." The remedy is

PINKETTES

the little laxatives which aid digestion cure Constipation, liver-aches, dizziness, bilious headaches, foul smelling breath.

Of all chemists, and post free 60 cents the phial, from Dr. Williams' Medicine Co., 96 Nassau Road, Shanghai.

Victoria Theatre.

The Victoria Theatre is showing a capital film entitled "The Olipha," adapted to the screen from Francis Coppée's masterpiece, and from every point of view, it is a picture which is well worth seeing, providing as it does a singularly attractive story. The acting leaves nothing to be desired and the attention of the audience is kept through the five too short parts. In addition to this magnificent film, the programme includes an American Gambo and the screaming comic film "Solomon." The audience this week should be large.

AMERICAN TELEGRAMS.

The following telegrams are taken from the *Wanda Daily Bulletin*:—

German Casualties.
Washington, August 18.—The German casualties since the beginning of the war to July 1, 1918, were six million, according to the Parisian press.

Success of Liberty Motors.
Washington, August 18.—General Pershing has advised the War Department that early in August a complete squadron of 18 "De Havilland four" airplanes, built in the United States and equipped with Liberty motors, successfully carried out the first reconnaissance flight of American built machines behind the German lines. They returned without losses.

Austrian Measures.
Washington, August 18.—Information from Swiss sources, transmitted in an official dispatch, state that the Austrian Government has decided to take the most severe measures in an effort to suppress the Jugo-Slav movement. A belated dispatch dated July 22, received by the state department from American Consul Harris at Iktutsk, reported that the Czechoslovak army on July 7 captured Iktutsk. American Consul General Pools of Moscow, has notified the State Department that he intended remain in Moscow. It is reported that the Swedish consul has succeeded in obtaining the release of several hundred French and British citizens held by the Bolsheviks as hostages for Soviet members.

Wool Stocks Sufficient.
New York, August 18.—The Chief of the Woolen Division of the War Industries Board has announced that despite the fact that the government has taken over the entire wool stocks of growers and dealers for war use, there remains in the hands of jobbers and cutter-ups enough material to supply civilian clothing needs for a year.

Plans for Vigorous Campaign.
Washington, August 18.—Provoet Marshal General Crowder has announced that plans have been made for the registration of 13,000,000 additional men which, it is estimated, will be brought under the selective service law when Congress enacts the pending bill extending the age limits to include men from 18 to 45 years of age. From these approximately 2,900,000, qualified for military service are expected to be secured. He said the registration day would be about September 15, possibly September 5. This will make a total of 25,000,000 men registered since the United States entered the war. General March, Chief of Staff of the Army, declared that 4,000,000 American soldiers can defeat the German army and present plans of the War Department call for more than that number under arms next summer with some 3,200,000 or 80 divisions in France by June 30.

Japanese to Import Foodstuffs.
Washington, August 18.—The War Trade Board has authorized the importation of 5,000 tons of Japanese prepared vegetables and other specialties for consumption by the Japanese residents of the United States. The food stuffs in question are on the prohibited import list, but the board has authorized the exception, upon the representations of the Japanese Embassy that the importation of these delicacies would contribute greatly to the pleasure and comfort of the Japanese residents.

Fine Health Record.
San Francisco, August 18.—A Pacific military training camp reports that four weeks have passed without a death from disease among the more than 32,000 troops training there.

Russian Socialist Can't Stand for Hun Kultur.
A Pacific Military Camp, August 18.—Maurice Silver, a naturalized Russian in training here, said that he had always voted the socialist ticket but was eager to go to France to fight. He said: "Look at the way Germany treated Russia. There are two kinds of socialists: our kind knows that the best thing he can do for socialism is to beat the huns."

Liberty Bonds Active.
New York, August 19.—Active trading in the first issue of Liberty Bonds issued at three and a half per cent was the heaviest on the

stock exchange yesterday. The bonds advanced to 100.5, the highest price above par yet reached on the exchange, indicating the confidence felt by the financial community in the government issues.

Cuba to Establish Consulates in Japan.

A Pacific Post, August 20.—F. Pizarro, of the Cuban Department of Foreign Affairs, has arrived here en route to Japan to establish in the principal cities and ports consulates of the Republic of Cuba. His mission is the outcome of a new policy of Cuba to extend and increase the Consular corps. It is said that Cuban interests in trade with the Pacific Orient will be largely increased.

Contract for 43 Wooden Ships in a Week.

Washington, August 20.—The Shipping Board has announced that for the week ending August 10, contracts were let for 43 wooden vessels.

More Money than Ever Circulating.

Washington, August 20.—There is more actual money, gold, silver and paper currency in the United States at present than at any time in the nation's history, and there is a bigger share for every man. The Treasury Department's report shows \$5,559,000,000 in circulation, \$708,000,000 more than last year, making an average of \$52.44 for each person.

Polish Martyrs.

Washington, August 20.—A cable to the Associated Polish Bureau says that 125 Polish soldiers who led an armed revolt in Austria's Army in February are now held for Austrian court martial which will probably sentence them to death. They issued appeals to Polish people throughout the world, asking them not to compromise the freedom of Poland with the idea of securing any alleviation of their prospective sentences. The imprisoned officers and men are a part of the Polish Carpathian "iron brigade" which marched through Bukovina to Bessarabia under the command of General Haller. A part of the force was captured by the Germans, but a larger portion has been consolidated with the Czechoslovak army. The text of their appeal says:

"The fear that torments us is that the real Polish strength so vital for the success of our holy cause, may be lessened by the attempt of our political representatives in the Austrian parliament, to secure us relief or avert the fate that awaits us. It is therefore in our name and that of our soldiers that we plead with the Polish nation which, surrounded with each moral comfort, shall take full cognizance that our lords desire from exercising any influence in our case upon the Polish parliamentary club in Austria.

"If they make any attempt to secure concessions for us it will be contrary to our wishes for we know that such concessions can only be had by pledge, compromise, and commitments which will serve to the detriment of independence."

U. S. Casualties.
Washington, August 20.—The total casualties in the American Expeditionary Forces abroad from the beginning of the war to date have been 21,467 of which the Army accounts for 18,797, the Marine Corps 2,760. The casualties are divided as follows:—

For the Army:
Killed in action—3,869.
Died of wounds—1,189.
Died of disease—1,658.
Died of other causes—632.
Wounded in action—9,785.
Missing in action including prisoners—1,626.
For the Marine Corps:
Deaths—837.
Wounded—1,830.
Missing in action—83.
In hands of the enemy—6.
Chile Raines \$118,000 for U. S. Red Cross.

Washington, August 21.—The American Red Cross Council has been notified that the Red Cross was first drive in Chile in the week ending July 7, raised \$115,000.

Liberty Bonds Record.
New York, August 21.—The United States Government there and a half per cent, first issue Liberty Bonds, raised \$115,000,000 in the first week of trading.

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THE SALVAGE FLEET.

Visit to Depot Port.

A correspondent in the *Journal of Commerce* writes:—For the first time since the outbreak of war—those who took part in the visit arranged by the Admiralty to one of the principal salvage ports were enabled to make personal inspection of the plant and work in hand to form an adequate idea of the character of the service which the Salvage Section of the Admiralty is rendering to the national cause. The need of ships is still greater than any other requirement, and although the salvage of merchant vessels is only a side line of Admiralty activity, it is one of the most important departments of the work organized from the nerve centre at Whitehall.

The programme of the recent visit included not merely an inspection of one of the latest additions to the salvage fleet, but a visit to the scene of operations where a large cargo steamer was being salvaged. The latest type of salvage vessel is a converted gunboat, the composite hulls of these ships being particularly suited to salvage operations, and the equipment of these vessels admirably illustrates the advance which has been made in salvage vessels during the war period. In addition to lifting tackle capable of dealing with weights up to 40 tons, the equivalent includes the latest type of pumping plant. The vessel visited has been provided with steam motor, and submersible pumps of various capacities, and while each single vessel is capable of dealing with large quantities of water, considerable stocks of pumping plant are maintained at the various ports, so that additional power can be obtained at short notice. In one recent instance, where a large ship of the liner class was being salvaged, there was a pumping installation available within a short period of the commencement of operations, having a capacity of 12,000 tons of water per hour. The largest size of steam pump is the 12 inch, which has a capacity of 800 tons per hour, experience having shown that larger sizes are apt to be unwieldy, and that it is preferable to duplicate these sizes. In addition, 8-inch and 12-inch oil-driven motor pumps are also carried, these have a similar capacity to steam pumps of the same size. The submersible motor pump of the electrically operated type is used in the 4 inch and 8 inch sizes, the latter, which is the largest of this type yet made, having a capacity of 350 tons per hour at 75 feet, and the 4 inch pump a capacity of 100 tons per hour at the same lift and 160 tons per hour at free discharge. These electric pumps are driven off the ship's electrical installation, but where it is not possible for the salvage vessel to remain alongside, portable generating plant is employed. Under such conditions large chests containing a complete steam plant equipment are also available, and these self-contained sets can be put aboard the vessel which is being salvaged.

The electrical installation of the salvage ship includes an alternator with an output of 187 k.w., coupled to a two-cylinder vertical steam engine, as well as a lighting dynamo. An air compressor for the operation of pneumatic drills and other tools having a capacity of 250 cubic feet of air per minute compressed to 110 lbs., is also included, as well as an oxyacetylene plant for cutting out damaged plates, and a line-throwing gun. A little workshop, containing the necessary machine tool equipment, makes each salvage ship a self-contained unit. There are now a number of these in service, and in view of the need of rapid salvage work, the fleet is being reinforced by other ships of the same type.

An idea of the character and magnitude of the work which is being carried out by the Salvage Fleet may be gathered from the statement that one of the latest additions which commenced her useful service on the occasion of her trial trip of May 10th, has since that date been engaged in successful salvage operations on no fewer than eight ships. The magnitude of the work is that

vessels, which have been torpedoed or mined or have suffered damage from other causes, receive first aid from the rescue tugs, which put them in a position in shore where salvage operations can be put in hand. When the vessels are pumped out and lifted they are afterwards removed to a position in which temporary repairs can be undertaken, to enable the ship to proceed to a repairing port where permanent work can be carried out.

The case of a vessel which was visited will indicate the character of this preliminary work, and at the same time throw light on one of the tragedies of sea service. The vessel in question was in collision with another ship at 2.30 a.m. in thick weather when both vessels were navigating without lights. The vessel collided with a large oil tanker, and great tongues of flame arising from ignited benzene swept over the ship's deck from starboard, resulting in the instantaneous death of many of the crew, and even those who jumped overboard found themselves swimming in a sea of burning oil, although some were rescued by a destroyer. When the rescue tugs arrived on the scene they found her on fire throughout her entire length, the magazine by this time having caught fire with a consequent explosion of the contents. The heat was so great that it was only possible to board on quarter. Notwithstanding, a naval commander who was in charge of the operations managed with the assistance of three of the crew to board ship and make fast the tug's towing hawser to stern bollards on starboard side and a second tug secured her hawser to stern bollards on port side. After towing for five hours the vessel struck a mine, parting the first tug's hawser. This was again secured, but as the ship was still burning fiercely, seventeen hours after the collision had taken place a number of shots were fired into her below the water line and she grounded early on the following morning. It might have been thought that the case of such a ship after being in collision, on fire, suffering mine damage, gunfire, and stranding was quite hopeless, but the Salvage Fleet has now commenced operations, and it is expected that the vessel will be floated and brought into port for repair at an early date.

This is one example of the kind of work which is undertaken by the salvage service, and in the approach channels to our repairing ports may be seen many ships on which repairs are in progress. One of the vessels to which a visit of inspection was paid was first torpedoed on the port side and temporarily repaired, and while making a passage to her proper repairing port was again torpedoed, this time on the starboard side in the engine-room. This ship, a twin-screw steamer of 6,000 tons gross register, is now in dry dock awaiting permanent overhaul. One of the most interesting features of the temporary repair work is the method of fitting the standard Admiralty patch. The plating destroyed by torpedo explosion may extend over a length of 45 ft. and a depth of 25 ft. The first operation is to take a mould of the damage, which is the work of the diver. A rough mould having been obtained, the next step is to ascertain if the mould will fit, and an arrangement of battens and thumb screws enables the diver to obtain a sufficiently accurate mould for the fitting of the patch. The work is exactly the same as that of the bilge section of an ordinary wooden ship. One advantage is that all the drilling necessary can be done inside the ship so that the only work left to the diver is the fitting of the nuts on the outside. This process enables the work to be carried out more rapidly than could otherwise be the case. In other instances the repair work is done in the dry by the use of a caulked, and where this method is adopted permanent repairs can be carried out in many cases without any need for the vessel going into dry dock.

The whole of the salvage work is under the direction of Captain Fred W. Young, and what is being done reflects the highest credit on the courage, resourcefulness and skill of the staff engaged in work which is always strenuous, and

PUBLIC INTELLIGENCE.

An Interesting Test.

When the *Digest* printed the list of one hundred words selected by Prof. Lewis M. Terman, of Stanford University, as a test of the intelligence of the average adult it was predicted that readers would try it on their families and friends. As yet no reports have reached this office of any severed family ties or estranged friends as a result, adds the journal. Mr. J. H. Paap, principal of the Lodi Academy, California, tried it on his students, but they couldn't help it, and they made a brave effort. One patriotic youth defined "nerve" as "what Americans are composed of." Another thought "milkop" was a new kind of breakfast food. "Guitar" was variously defined as "a disease of the head" and "a lump on the throat," while "perfanctory" was thought to mean the "organs of the body" and "jaggler" a "vein."

In a letter to the *Digest* Mr. Paap says:—The test was taken by eighty students, who are about evenly distributed in grades 9-12. The highest mark was 90 per cent., two received 85 per cent., six others were above 80 per cent., and the rest ranged down to 49 per cent., which was the lowest. A few of the definitions given, I think, will be of interest:

Nerve—what Americans are composed of.
Achromatic—a peculiar smell.
Piscatorial—the Episcopal Church.
Shagreen—to feel shy, to be embarrassed.
Laity—slow, half awake.
Charter—to burn to a crisp ash.
Charter—a diagram.
Shrawd—to string, like shrawd pine-apples.
Milkop—breakfast food.
Paddle—a small body of water together.
Straw—the remains of a barley crop.
Guitar—a disease of the head.
Mellow—something nice to eat, grows on vines.
Slave—bone or steel to support.
Perfanctory—organs of body.
Fisaut—when tires are flaunt, they are filled with air.
Laity—working class of the church.
Selectman—non-working class, opposite of laity.
Shagreen—bushfulness.
Milkop—a rag to wipe up milk.
Ochre—money.
Sapient—having sap.
Yen—used in controlling a fish.
Drabble—to monkey around.
Ochre—musical instrument.
Jaggler—a vein.
Brunette—to be red.
Guitar—a lamp growing on a throat.
Curse—to curse.

Burma Resources Committee.

Rangoon, July 16.—The Burma Committee have considered the question of making casks and barrels, for which a large demand exists locally and throughout India. The proposal is now nearing a definite start. Information has been received in Burma from the Controller of Tanning Materials that cassia bark has been so overcut that it is possible that there will be a shortage of supplies. The existence of peat deposits near Mawmyo is to be investigated by the Central Transport and Food Staff Committee. The Burma Government is taking steps to encourage the production of wheat in areas where wheat has already been successfully grown, in order to reduce the quantity imported.

which in addition is often extremely hazardous. It is satisfactory to learn, therefore, that notwithstanding the large number of vessels which have been salvaged under difficult conditions the losses of the Salvage Fleet have been comparatively light and that it is stronger to-day in number of ships and personnel than at any previous period.

COMMERCIAL NEWS.

Big Vein of Coal.

A vein of coal has been discovered near Seattle and is being explored. A seam 7 feet wide and 600 feet in length has been uncovered.

Breaking Records.

The U. S. Shipping Board announces that the July movement of ore from the Lake Superior Mines totalled 10,659,290 tons, breaking all records.

A Curious Economic Problem.

London, July 6.—There is growing interest here in an economic problem, arising out of the fact that cost of production of Transvaal gold from low-grade ores is tending to rise above the standard price of the metal.

Russia Merchant Buying Cattle.

Now that the agricultural season in Mongolia is well over, a Russian merchant of the name of Mr. Hilko has commenced an extensive buying of cattle through a number of his agents about Nagan, Chagohun, Chagchietun, Supingka, Pamien-chang, Hulun, etc. They are reported to have already bought over 1,000 heads.

South Manchuria Ill-Suited for Cotton Cultivation.

Experiments have been made by both the Kwantung Government and the S. M. R. Co. about the cultivation of the cotton plant in South Manchuria. The native kinds are of poor quality and are of no good for other than domestic uses by the Chinese farmers. Crosses by the American and Indian kinds have been sought but with unsatisfactory results. All these are ascribed to the climate and rainfall of Manchuria which make these districts ill-suited for growing the cotton plant. We hear that the Kwantung Government has given up its experimental raising in disgust. As for the S. M. R. Co., it has been carrying on the experimental cultivation these three years, but is said to have chosen not to repeat it this year.

Burma and Madagascar Beans.

The edible beans most commonly met with in Burma and Madagascar are varieties of *Phaseolus lunatus*, the kidney bean, of which we grow two varieties in Britain, the scarlet runner and the haricot bean. Burma (or as it is sometimes called Rangoon) beans are of two kinds, a small reddish bean and a white bean resembling small haricots. It has been found that the beans of the red variety contain prussic acid to some extent, so much so that there arose some hesitation in using them. The Madagascar bean, the "butter bean" of our tables, is of the same variety as the Burma variety—namely, *Phaseolus lunatus*, but contains little prussic acid, having lost through cultivation perhaps its power of producing this acid. An attempt has been made to introduce the Madagascar bean into Burma, in the hope that the bean in its new environment might continue to preserve the lessened quantity

EXCHANGE.

SELLING.

T/T	3/6 1/4
Demand	3/6 7/16
30 d/a	3/6 9/16
60 d/a	3/6 11/16
4 m/a	3/6 13/16
T/T Shanghai	Nom.
T/T Singapore	152
T/T Japan	154 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	84
co & New York	84
T/T Java	164
T/T Marks	Nom.
T/T France	480
Demand, Paris	489 1/4
4 m/a L/C	3/7 1/2
4 m/a D/P	3/7 3/4
6 m/a L/C	3/8
30 d/a Sydney & Melbourne	3/8
30 d/a San Francisco & New York	85 1/2
4 m/a Marks	Nom.
4 m/a France	497 1/4
6 m/a France	502 1/2
Demand, Germany	504 1/2
Demand, New York	84 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	169
Demand, Singapore	152
On Haiphong	14 1/2 prem.
On Saigon	1 1/2 prem.
On Bangkok	4 3/4
Sovereign	5.60
Gold Leaf, per oz.	43.80
Bar Silver, per oz.	49 1/2

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong 50 cts. sub. par.	
" 10 "	" 11% prem.
" 5 "	" 11% prem.
Canton "	" 7 1/2% dis.

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In FRANCE, Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France. LONDON, London County & Westminster Bank, Ltd. NEW YORK, National City Bank, N.Y. Correspondents in the chief commercial centres of the world.

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KWOK MAN FAT, Chief Manager.

NOTICES.

PEAK TRAMWAY CO., LTD.

TIME TABLE.

WEEK DAYS.

6.00 a.m. to 6.30 a.m.	Every 15 min.
6.30 " 6.45 "	" 15 min.
6.45 " 7.00 "	" 15 min.
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5.45 " 6.00 "	" 15 min.

SATURDAYS EXTRA CARS.

1.30 p.m. and 12.00 midnight.

SUNDAYS.

7.30 a.m.	to 10.30 a.m.	Every 15 min.
10.30 "	to 11.00 "	" 15 min.
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5.30 "	to 6.00 "	" 15 min.

NIGHT CARS.

8.50 p.m.	to 9.30 p.m.	10.00 p.m.	11.00 p.m.
11.30 p.m.	to 11.45 p.m.		

SPECIAL CARS.

By arrangement at the Company's Office, Alexandra Building, Des Voeux Road.

JOHN D. HUMPHREYS & SON.

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For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

Subscribed Capital—France 45,000,000. Paid up 22,500,000. (1/2 of the Capital, i.e. France 15,000,000 subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: André Berthelot.

General Manager: A. J. Pernotte.

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PACIFIC.

ATLANTIC.

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NO. 77 CIGARETTES.



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AUCTIONEER, APPRAISER AND SURVEYOR.

PUBLIC AUCTION.

By Order of the Mortgagee.

MR GEO. P. LAMMERT has received instructions to sell by Public Auction

ON

THURSDAY

the 5th day of September, 1918, at 3 P.M. at his Sales Room Duddell Street, Victoria, Hongkong.

The following Leasehold Property situate at Victoria Hongkong viz:—

All these pieces or parcels of ground situate at Victoria aforesaid and known and registered in the Land Office as Subsection No. 2 of Section D of Marine Lot No. 6 and Section B of Subsection No. 10 of Section B of Marine Lot No. 6 together with the message or buildings erected thereon known as No. 9 Jervois Street. Term 992 years from 25th June, 1860 created by a Crown Lease of the said lot dated the 1st day of December 1863. Area 718.06 Square Feet. Proportion of Annual Crown rent \$9.27.

For further particulars and conditions of sale apply to:—

MESSRS. JOHNSON STOKES & MASTER,

Prince's Building, Ice House Street, Hongkong.

Solicitors for the Mortgagee or to

MR. GEO. P. LAMMERT, Auctioneer.

NOTICE.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of The China-Borneo Company, Limited, will be held at the Offices of Messrs. Gibb, Livingston and Company, St. George's Building, Victoria, Hongkong, the registered office of the above named Company on Friday, the 13th day of September, 1918, at 11.30 o'clock in the forenoon, when the proposed Resolutions will be proposed as Extraordinary Resolutions, viz:—

- (1) To consider, and if thought fit, approve the draft new Articles which will be submitted to the Meeting.
- (2) And in the event of the approval thereof with or without modification.
- (3) To consider, and if thought fit, to pass an Extraordinary Resolution to the effect—That the new Articles already approved by this Meeting and for the purpose of identification thereof subscribed by the Chairman thereof, be and the same are hereby approved, and that such Articles be and they are hereby adopted, as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

A copy of the new Articles referred to may be inspected by any Shareholder of the said Company at the Company's Offices in Hongkong, or at the Offices of Messrs. Johnson, Stokes & Master, the Company's Solicitors at Prince's Building, Victoria, aforesaid, on any weekday between the hours of 10 a.m. and 4 p.m.

Dated the 27th day of August, 1918.

GIBB, LIVINGSTON & CO. Agents.

NOTICES.

ASAHI BEER.



SOLE AGENTS Mitsui Bussan Kaisha

MASSAGE HALL.

A QUEEN'S ROAD CENTRAL (DUDDELL STREET).

MR. T. TAKAYE.

MRS. MORITA.

CERTIFICATED MASSAGE.

POST OFFICE.

Telegraphic Communication with War Office is interrupted.

The parcel post service to Cuba is suspended.

On and after May 1st 1918, Imperial Postal Orders will be cashed in India at the rate of 1/6 to the rupee.

The amount of the charge per parcel is fixed at 5 annas after the expiration of the period stipulated.

Registered and Parcel Mail close 15 minutes earlier than the time given below unless otherwise stated.

No. 1. Official letter, addressed to Abadan, Ahwas or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The Parcel Post Service to the Portuguese Colonies in West Africa and to Spanish Offices in Morocco (except for Prisoners-of-War) is suspended.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

Parcels for Greece cannot be accepted for transmission unless accompanied by a special permit issued by the British Minister at Athens.

Until further notice parcels for civil addresses in the provinces of Udine, Vicenza, Treviso, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The importation into the Commonwealth of Australia of tea, other than that grown or produced in British Possessions is prohibited, unless the consent in writing of the Commonwealth Minister for Trade and Customs has been first obtained.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Force), and to Abyssinia, Bagdad, Erithrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

The charge for customs duty on type samples of unmanufactured tobacco not exceeding 6 oz. in gross weight, and on samples of spirits (except perfume and spirits) not exceeding 12 oz. in gross weight imported into the United Kingdom by post has now been increased to 15/6d and 15/4d respectively.

The importation by post into Japan of foreign rice, except such as may be imported by the Minister of Agriculture and Commerce under the provisions designated by him, is prohibited.

This prohibition is not applicable to rice imported into Taiwan (Formosa) and Karabato (Japanese Saghalien).

Information has been received from the Director General of Ports and Telegraphs, India, advising that:—

The Parcel Post Service to the Indian Civil Postal Agencies at Amul Khathi, Amara, Bagdad, Buera, Buera City, Fao, Kut, Nasiriyah, Qalat Saleh, Suk-ah-Shaykh and Qadisiyah in Mesopotamia is suspended and that piece goods, haberdashery and similar articles, except those intended for the personal use of the addressee and not for sale, cannot be sent to those offices or to Abadan, Ahwas or Mohammara by the letter post, and that such articles if received will not be delivered and will be liable to confiscation.

Arrangements have been made for the transmission of parcels to the United Kingdom via Canada.

The rates of postage are as follows:—

The rates of postage are as follows:—

Parcel not over 3 lbs. ... 4/6

Do. 7 lbs. ... 4/6

Do. 11 lbs. ... 2/0

No insurance can be effected on parcels sent by this route.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy, Formosa via Takao—29th Aug. 5 a.m.

Batavia, Samarang, Sourabaya and Port More by via. Batavia—29th Aug. 9 a.m.

Fort Bayard, Haiphong and Haiphong—29th Aug. 9 a.m.

Swatow—29th Aug. 11 a.m.

Saigon—29th Aug. 3 p.m.

Shanghai and North China—29th Aug. 5 p.m.

FRIDAY, 30th August.

Swatow, Amoy and Foochow—30th Aug. 1 p.m.

Philippine Islands—30th Aug. 2 p.m.

Saigon, N. China, Japan via Nagasaki, Hongkong, Japan—30th Aug. 2 p.m.

Europe via San Francisco—31st Aug. Bertha 9.45 a.m. Letters 10.30 a.m.

Shanghai and North China—31st Aug. 3 p.m.

Philippine Islands—31st Aug. 5 p.m.

The Parcel Mail for United Kingdom will be closed on Saturday 31st August, at 5 p.m.

SUNDAY, 1st September.

Swatow, Amoy and Formosa via Keelung—1st Sept. 9 a.m.

Shanghai and North China—1st Sept. 9 a.m.

Wakatsuki & Tientsin—1st Sept. 9 a.m.

TUESDAY, 3rd September.

Formosa via Keelung, Shanghai, N. China via Nagasaki, Canada, United States, Central & South America and Europe via Victoria, B. C.—3rd Sept. Regular 11.15 a.m. Letters 11.30 a.m.

Shanghai and North China—3rd Sept. 5 p.m.

THURSDAY, 5th September.

Swatow, Amoy and Formosa—4th Sept. 1 p.m.

WEATHER REPORT.

August 28d. 12h. 15m.—No return from Japan and Vladivostok. Pressure has decreased slightly at the majority of reporting stations; it is lowest over Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.61 inches. Total since January 1st 77.79 inches against an average of 64.81 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	E. and S.E. winds moderate; cloudy and showery generally.
2 Formosa Channel.	The same as No. 1.
3 South coast of China between H.K. and Lamoo.	The same as No. 1.
4 South coast of China between H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register. Aug. 28. a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds.	Force.	Direction.	Weather.
Vietnam	5a	29.86	75	96	se	1b		
Hakodate	"	29.84	78	95	se	1b		
Tokio	"	29.83	75	83	n	1b		
Kobe	"	29.82	80	87	sw	1b		
Nagasaki	"	29.81	78	95	sw	1b		
Kyushu	"	29.80	75	89	o	4b		
Yokohama	"	29.79	77	91	o	4b		
Manila	"	29.78	76	95	o	4b		
Shanghai	"	29.77	78	91	o	4b		
Amoy	"	29.76	78	91	o	4b		
Swatow	"	29.75	78	93	o	4b		
Yokohama	"	29.74	78	93	o	4b		
Yokohama	"	29.73	78	95	sw	2b		
Yokohama	"	29.72	78	95	sw	2b		
Yokohama	"	29.71	78	95	sw	2b		
Yokohama	"	29.70	78	95	sw	2b		
Yokohama	"	29.69	78	95	sw	2b		
Yokohama	"	29.68	78	95	sw	2b		
Yokohama	"	29.67	78	95	sw	2b		
Yokohama	"	29.66	78	95	sw	2b		
Yokohama	"	29.65	78	95	sw	2b		
Yokohama	"	29.64	78	95	sw	2b		
Yokohama	"	29.63	78	95	sw	2b		
Yokohama	"	29.62	78	95	sw	2b		
Yokohama	"	29.61	78	95	sw	2b		
Yokohama	"	29.60	78	95	sw	2b		
Yokohama	"	29.59	78	95	sw	2b		
Yokohama	"	29.58	78	95	sw	2b		
Yokohama	"	29.57	78	95	sw	2b		
Yokohama	"	29.56	78	95	sw	2b		
Yokohama	"	29.55	78	95	sw	2b		
Yokohama	"	29.54	78	95	sw	2b		
Yokohama	"	29.53	78	95	sw	2b		
Yokohama	"	29.52	78	95	sw	2b		
Yokohama	"	29.51	78	95	sw	2b		
Yokohama	"	29.50	78	95	sw	2b		
Yokohama	"	29.49	78	95	sw	2b		
Yokohama	"	29.48	78	95	sw	2b		
Yokohama	"	29.47	78	95	sw	2b		
Yokohama	"	29.46	78	95	sw	2b		
Yokohama	"	29.45	78	95	sw	2b		
Yokohama	"	29.44	78	95	sw	2b		
Yokohama	"	29.43	78	95	sw	2b		
Yokohama	"	29.42	78	95	sw	2b		
Yokohama	"	29.41	78	95	sw	2b		
Yokohama	"	29.40	78	95	sw	2b		
Yokohama	"	29.39	78	95	sw	2b		
Yokohama	"	29.38	78	95	sw	2b		
Yokohama	"	29.37	78	95	sw	2b		
Yokohama	"	29.36	78	95	sw	2b		
Yokohama	"	29.35	78	95	sw	2b		
Yokohama	"	29.34	78	95	sw	2b		
Yokohama	"	29.33	78	95	sw	2b		
Yokohama	"	29.32	78	95	sw	2b		
Yokohama	"	29.31	78	95	sw	2b		
Yokohama	"	29.30	78	95	sw	2b		
Yokohama	"	29.29	78	95	sw	2b		
Yokohama	"	29.28	78	95	sw	2b		
Yokohama	"	29.27	78	95	sw	2b		
Yokohama	"	29.26	78	95	sw	2b		
Yokohama	"	29.25	78	95	sw	2b		
Yokohama	"	29.24	78	95	sw	2b		
Yokohama	"	29.23	78	95	sw	2b		
Yokohama	"	29.22	78	95	sw	2b		
Yokohama	"	29.21	78	95	sw	2b		
Yokohama	"	29.20	78	95	sw	2b		
Yokohama	"	29.19	78	95	sw	2b		
Yokohama	"	29.18	78	95	sw	2b		
Yokohama	"	29.17	78	95	sw	2b		
Yokohama	"	29.16	78	95	sw	2b		
Yokohama	"	29.15	78	95	sw	2b		
Yokohama	"	29.14	78	95	sw	2b		
Yokohama	"	29.13	78	95	sw	2b		
Yokohama	"	29.12	78	95	sw	2b		
Yokohama	"	29.11	78	95	sw	2b		
Yokohama	"	29.10	78	95	sw	2b		
Yokohama	"	29.09	78	95	sw	2b		
Yokohama	"	29.08	78	95	sw	2b		
Yokohama	"	29.07	78	95	sw	2b		
Yokohama	"	29.06	78	95	sw	2b		
Yokohama	"	29.05	78	95	sw	2b		
Yokohama	"	29.04	78	95	sw	2b		
Yokohama	"	29.03	78	95	sw	2b		
Yokohama	"	29.02	78	95	sw	2b		
Yokohama	"	29.01	78	95	sw	2b		
Yokohama	"	29.00	78	95	sw	2b		

C. W. JEFFRIES—Chief Assistant.

Hongkong Observatory, Aug. 28, 1918.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea, in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation.

4 Direction of Wind, in two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

7 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

8 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

9 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

10 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

11 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

12 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

13 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

14 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

15 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

16 State of Sky, in blue sky, or detached cloud, or drizzling rain, fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squally, or rain, or snow, or thunder, or visibility, or dew wet.

17 State of Sky, in blue sky, or detached cloud